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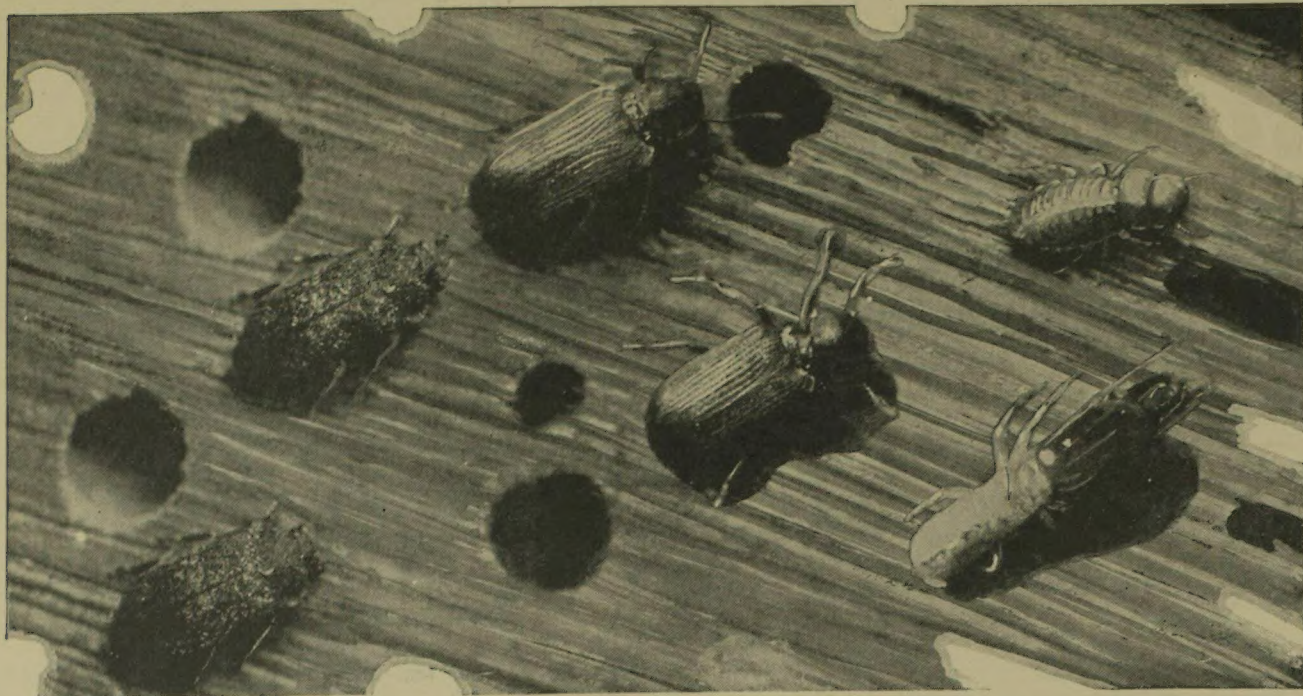
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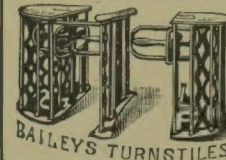
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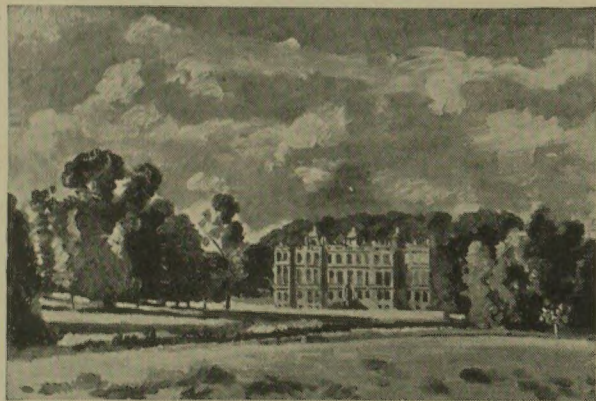
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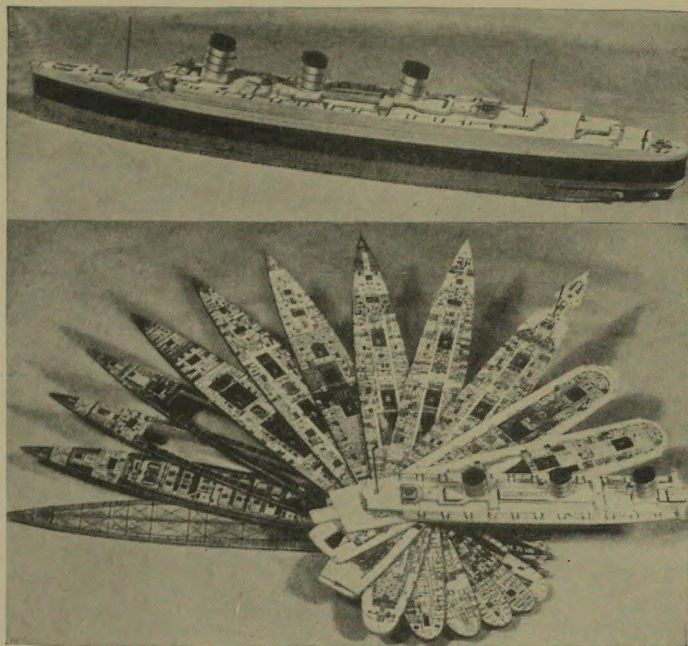
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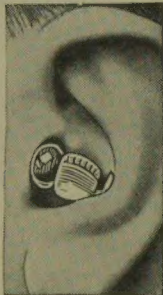
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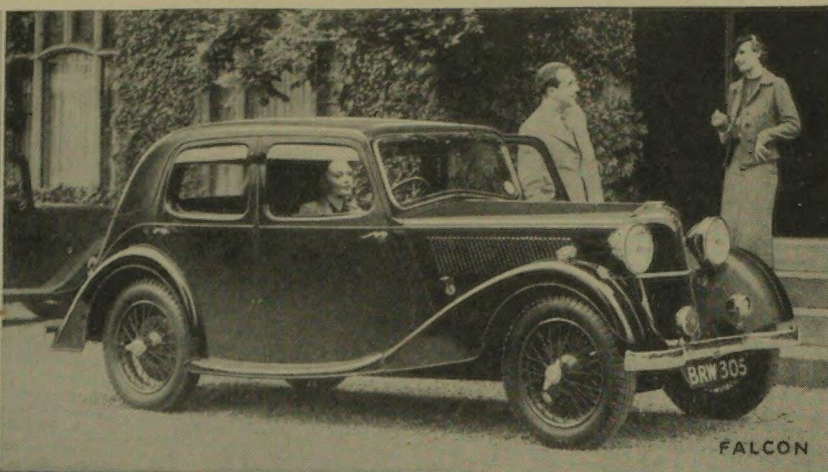
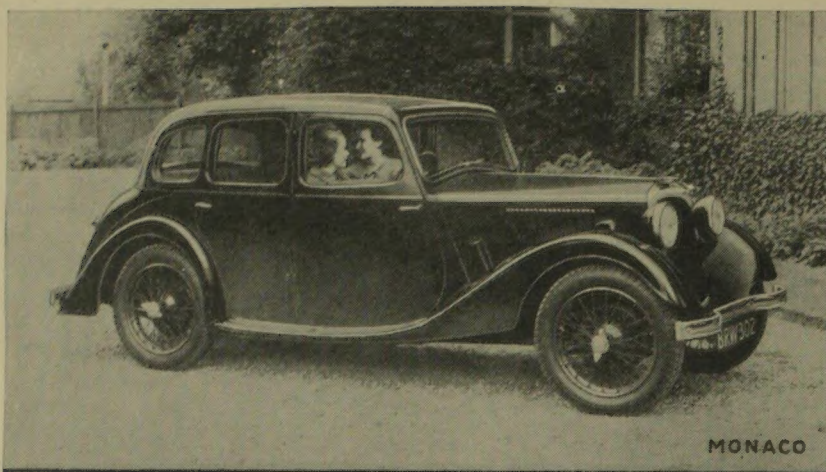
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SATURDAY, OCTOBER 10, 1936.



A FAIRYLAND OF BEAUTY BENEATH ARCTIC ICE: CURTAINS OF ICICLES IN A CAVERN-LIKE CREVASSE FOUND WHILE DIGGING A SHAFT TO EXAMINE CONDITIONS FAR BELOW THE SURFACE.

This and four succeeding pages deal with the Oxford University Arctic Expedition, 1935-6, which recently returned after fourteen months in North-East Land. Regarding the above photograph the leader, Mr. A. R. Glen, says: "When the shaft was being dug to examine conditions deep down in the ice, a crevasse was discovered, which was later entered.

It consisted of two superimposed tunnels, with a cavern, whose floor was filled by a lake, far below. Curtains of icicles prevented progress, but, once a way had been cut through, a view of fairy-like loveliness lay beyond. There was always a new colouring or shadow to add wonder to the unveiling of the secrets of the caverns below the ice."

PHOTOGRAPH BY THE OXFORD UNIVERSITY ARCTIC EXPEDITION, 1935-6. (SEE ARTICLE ON THE NEXT PAGE.)

ICE TROGLODYTES AND THEIR HOME COMFORTS:

WINTERING IN NORTH-EAST LAND: LIFE AND WORK IN TENTS GRADUALLY BURIED UNDER SNOW, AND TUNNELS CUT IN THE ICE FAR BENEATH THE SURFACE.

By A. R. GLEN, Leader of the Oxford University Arctic Expedition, 1935-6.
(See illustrations on the preceding and three succeeding pages.)

AMONG the lands bordering the Polar Sea is North-East Land with its northern point barely 570 miles from the Pole itself. Prior to 1935 two summer expeditions had visited the country, but little was known of it, save a reputation for severe blizzards. Organised by A. Dunlop-Mackenzie and led by A. R. Glen, the Oxford University Arctic Expedition, 1935-6, left England in early July of last year, and was the first expedition to winter in the country, which it did not leave until August 1936. The Expedition was planned under the auspices of the Oxford University Exploration Club, and financially was made possible by the generous support of the Royal Society, the Royal Geographical Society, the University of Oxford, and many Government Departments. No small part was played by British firms and no less than £2500 worth of free goods was supplied to the Expedition.

The scientific programme, which was successfully fulfilled, was unusually comprehensive, for besides more customary activities such as survey, and geological and biological studies, research was also planned on the ionosphere, on the measurement of atmospheric ozone, and on the aurora. The central

a self-contained unit, with all stores and equipment placed in caverns, cut out of the ice below, which were reached from the tent by tunnels. The tent itself was first placed in a deep hole dug in the snow, and the ever-rising snow level finally covered

wintering party at the northern station, situated on a high ice-dome overlooking the north coast. The system on which the two stations were constructed was similar, being based on the necessity of the whole station being

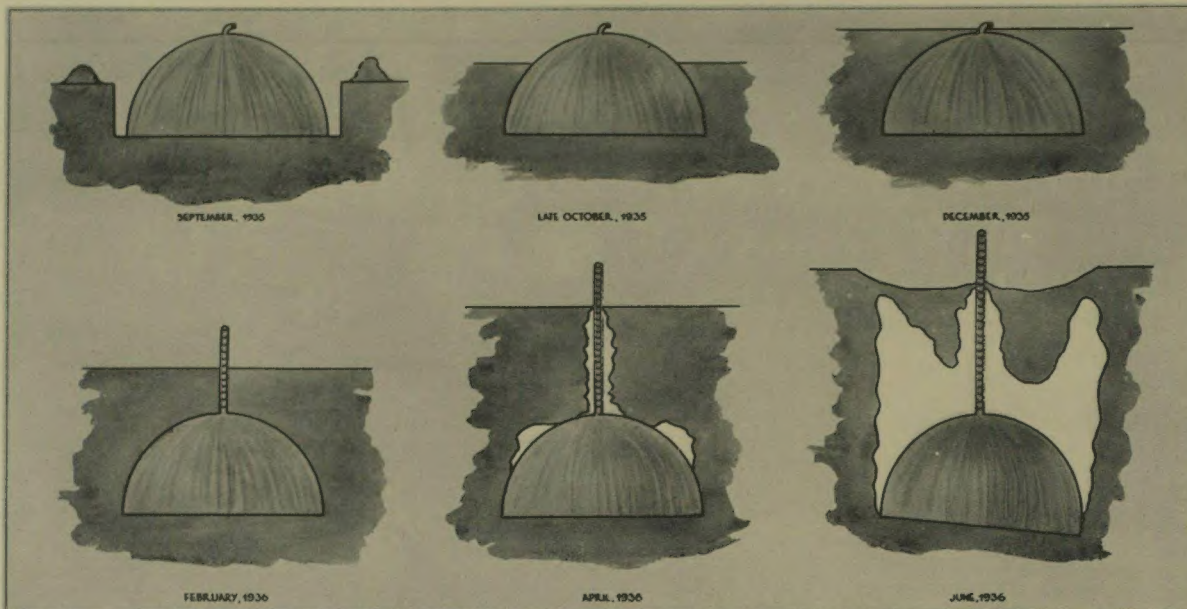
Moss, and Whatman, the wireless operator. It consisted of a fantastically beautiful series of superimposed passages ever differing in width and height. Curtains of icicles occasionally obstructed the crevasse completely, and its walls were lined with a glittering array of crystals and tapering stalactites of ice. When a way had been cut along the uppermost passage, a second tiny opening was found in its floor, and Whatman, enlarging this, discovered a vast cavern below. In this he penetrated to a depth of seventy feet below the surface, finding at the lowest level a lake, which extended, through a series of low tunnels, into what was probably a sub-glacial river system.

The lighting effects produced by the Primus lamps, with the reflecting and refracting of their light from icicle to icicle, were unbelievably lovely, and shadows blended in wondrous harmonies of blues and greens. This is the greatest depth to which anyone has penetrated in an ice-cap, and actually at this point, where the ice was comparatively thin, it was probable that the land below was only a few feet distant.

The scientific programme at the ice-cap stations included full meteorological readings at 0700, 1200, and 1700 hours daily, and also a very complete system of glaciological research. Life at the station, during the winter period of four months' darkness was thus regulated by the hours when it

was necessary to go outside to take the readings and by the times of reception of wireless messages from the base, as well as of European broadcasts. The trogloditic existence had a distinct attraction, for it offered a feeling of detachment which is difficult to comprehend in more normal circumstances. Difficulties were mere trivialities and spare time was spent in what might be called a delightfully lethargic activity. Each station had a well-stocked library, and reading occupied most of these free periods, which were frequent owing to the ceaselessly bad weather outside.

The northern ice-cap station was evacuated in late February, while the central station continued work until mid-June. At both stations the complete scientific programmes were accomplished, but perhaps more satisfactory was the success in technique and design which can now lead to the further development of work of this kind. The predominantly bad weather caused considerable delays in the survey of North-East Land, but this task was finally completed in a journey from which J. W. Wright and R. A. Hamilton arrived back at the base only three days before the ship, in mid-August. The remainder of the programme was also successfully accomplished, except that the measurement of the atmospheric ozone was handicapped by the breakage of an important instrument early in the first year. The expedition left North-East Land on Aug. 20 and returned to England in the sealer *Nord Kap II.* on Sept. 10.



GRADUAL BURIAL UNDER SNOW OF THE TENT AT THE CENTRAL STATION ON THE ICE-CAP: DIAGRAMMATIC DRAWINGS SHOWING SUCCESSIVE STAGES OF THE PROCESS, WITH DATES.

Viewing these diagrams from left to right, beginning at the top, we see how the tent became gradually buried in snow in the course of nine months. The last two show how the warmth of the vent shaft and the tent thawed the snow, until finally there was a great cavity above the tent roof, with seven tons of snow liable to collapse, and it had to be supported by a pillar of paraffin-drums within.

the top of the tent in December; in the following June over seven tons of snow were resting above the roof, which had to be supported by a pillar of paraffin-drums within. By that time the roof of the tent was eight feet below the surface and the roof of the main tunnel over twenty feet below.

The design and system proved perfect, for the insulation given by the snow made it easy to maintain a temperature of 70° or 80° F. inside the tent, while outside the air temperature might be minus 40° F. A double wooden floor minimised the effects of thaw, although melting below caused the floor to adopt a perilous tilt during the early summer. It was fortunate that everything was inside the station, as the ceaseless winds caused continuous drifting and anything left outside might very soon be lost by being hidden below a snowdrift. The store cavern and paraffin house had adequate room for their contents, while a second cavern was also constructed to act as a refuge in case the tent might in some way be destroyed. In the excavation of the

100 ft. of tunnels, over 40 tons of ice were dug out by two men, and the work took five months before it was completed. It was well worth the labour, however, for perfect safety and comfort were achieved and there was offered an unparalleled opportunity for examining the state of the ice at different depths far below the surface.

So as to facilitate this work, a shaft was cut to a depth of nearly forty feet. It was dug at an inclination of about 45°, and one day in November, while Keith was chipping his way down, his chisel suddenly went through a thin layer of ice into a cavity beyond. Enlargement of the opening revealed a gigantic crevasse extending far below the shaft, and this was eventually explored by Croft,



SLEDGING WITH A NANSEN FRAMEWORK SLEDGE OVER THE BAY ICE COVERED WITH SOFT SPRING SNOW.

The Nansen sledge is non-rigid and has broad ski-runners, being ideally suited for ice-cap travel.

and most interesting feature, however, was the building and maintenance of two stations on the inland ice, to continue the investigations into the thickness, age, and physical conditions of the ice-cap, first begun by Wegener in Greenland.

To those familiar with the story of appalling hardship undergone by the Germans at Eismitte, in Greenland, during 1930-31, it will be evident that the design of the stations was all-important. Distances from the base to the sites of the stations were short, but there was a total quantity of nearly twenty tons of equipment to be transported to both stations, with only two men, Andrew Croft and A. S. T. Godfrey, available for this work. Both had been members of the British Trans-Greenland Expedition in 1934, and both were expert dog-drivers, but financial considerations had limited the number of West Greenland dogs bought to twenty-three. However, by continual sledging throughout September and the first part of October, the full amounts were brought up to each station.

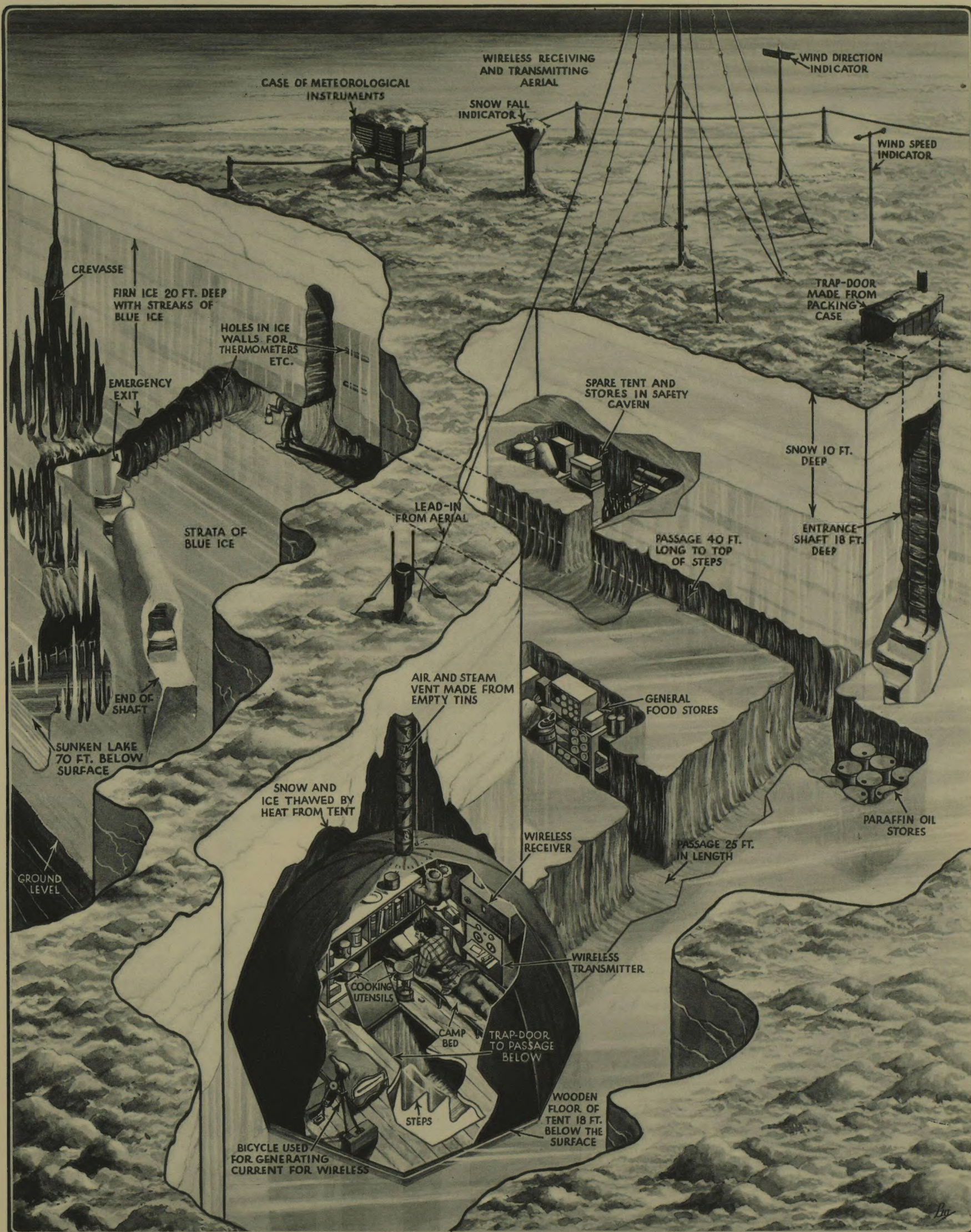
R. Moss, physicist, spent ten months at the central station, during three of which he was entirely alone, while Glen and Dunlop-Mackenzie formed the



THE MEMBERS OF THE EXPEDITION: (FROM LEFT TO RIGHT) K. J. BENGTSSEN, A. DUNLOP-MACKENZIE, R. MOSS, A. S. T. GODFREY, J. W. WRIGHT, N. A. C. CROFT, CARL SAETHER (HONORARY AGENT IN NORWAY), R. A. HAMILTON, A. B. WHATMAN, A. R. GLEN (IN WHITE SHIRT), AND D. B. KEITH.

ARCTIC TROGLODYTES: A SUB-GLACIAL DWELLING AND ITS STORE-ROOMS.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY L. ASHWELL WOOD.



A TENT BENEATH THE SNOW CONNECTED WITH A LABYRINTH OF TUNNELS CUT IN THE ICE FOR STORAGE AND SCIENTIFIC INVESTIGATION: A DIAGRAMMATIC VIEW OF THE CENTRAL STATION ON THE ICE-CAP.

This drawing, in which sections beneath the surface are cut away diagrammatically, shows the lay-out of the central ice-cap station constructed in North-East Land by the Oxford University Expedition, as described in Mr. A. R. Glen's article opposite. Caverns were cut out of the ice below, and connected with the tent by tunnels, for the storage of provisions and equipment. A diagram on the opposite page shows how the tent was gradually covered with snow, until it was eight feet below the surface, while the roof of the main tunnel was over twenty feet below. Besides the store cavern and paraffin house, another cavern was

excavated as a refuge in case the tent should be destroyed. The work of making 100 feet of tunnels, from which over forty tons of ice were removed, occupied two men for five months. To facilitate the work, a shaft was cut, at an inclination of about 45 degs., to a depth of nearly 40 ft., as indicated in the upper left-hand part of the above drawing. It was during this operation that a member's chisel broke through a thin partition of ice into a great crevasse extending far below the shaft. This crevasse was eventually explored, enabling the expedition to reach the greatest depth ever attained in an ice-cap.

HOME COMFORTS AT 40 DEGREES BELOW ZERO: OXFORD ARCTIC EXPLORERS.

PHOTOGRAPHS BY THE OXFORD UNIVERSITY ARCTIC EXPEDITION, 1935-6. (SEE ARTICLE ON PAGE 608.)



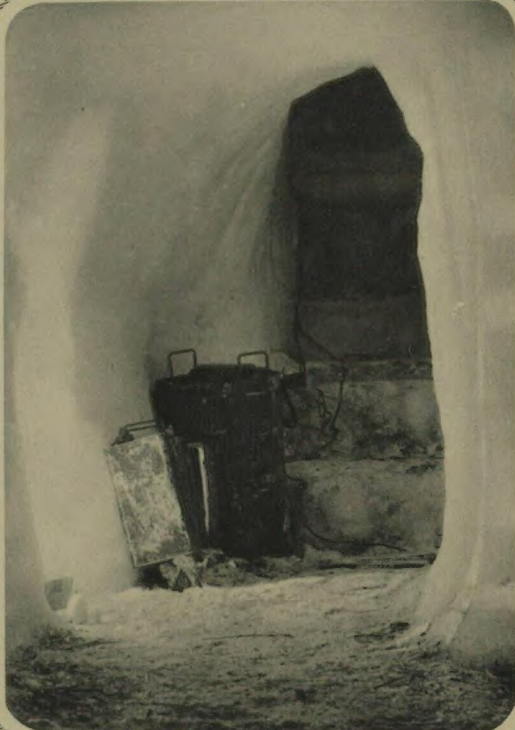
IN SEPTEMBER 1935: THE TENT OF THE CENTRAL ICE-CAP STATION WHEN FIRST INSERTED INTO THE HOLE EXCAVATED FOR IT—A PHOTOGRAPH FOR COMPARISON WITH THAT OF MAY 1936 (ADJOINING).



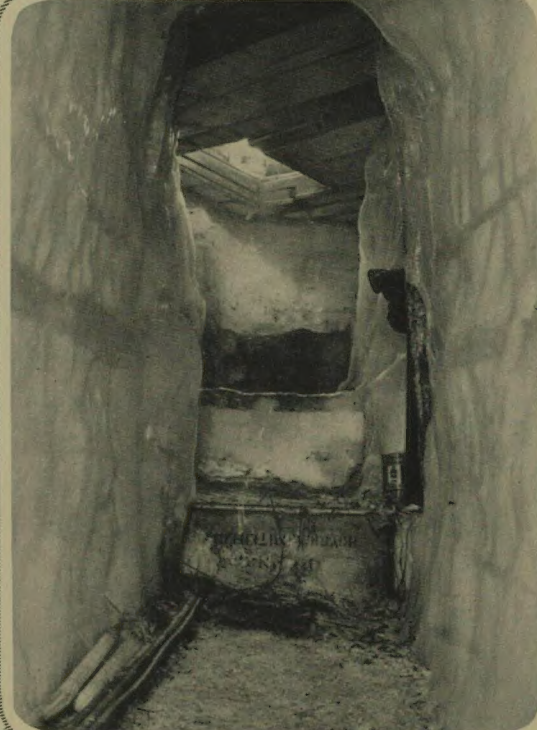
IN MAY 1936, WHEN THE TENT LAY FAR BELOW THE SURFACE: THE CENTRAL ICE-CAP STATION, WITH WIRELESS MASTS AND METEOROLOGICAL INSTRUMENTS—A CONTRAST TO THE ADJOINING PHOTOGRAPH TAKEN EIGHT MONTHS EARLIER.



THE TOP OF THE VENTILATOR, WHICH HAD TO BE CONTINUALLY LENGTHENED BY SOLDERING-ON OLD TINS, OWING TO SNOW ACCUMULATING ABOVE THE TENT.



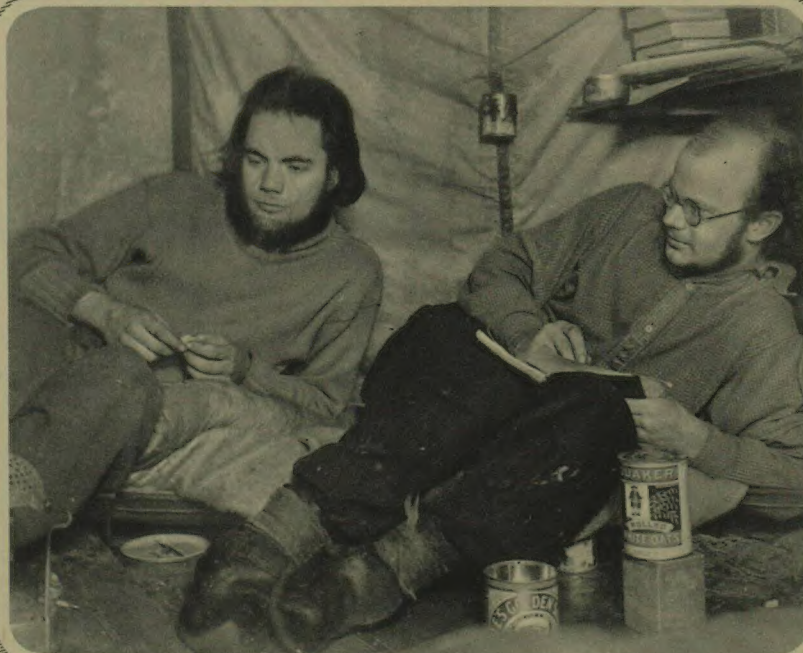
THE BOTTOM OF THE ENTRANCE SHAFT 20 FT. BELOW THE SURFACE: SHOWING ICE-BANDS (RIGHT)—BLUE TRANSPARENT BANDS WITH WHITE OPAQUE "FIRN" BETWEEN.



THE FAR END OF THE MAIN TUNNEL WITH THE TENT'S WOOD FLOOR AS CEILING; ITS INTERIOR VISIBLE THROUGH THE OPEN TRAP-DOOR.



THE "FRONT DOOR" OF THE CENTRAL ICE-CAP STATION: A PACKING-CASE WITH A TRAP-DOOR INTO A 20-FT. SHAFT TO THE MAIN TUNNEL LEADING TO THE TENT (REACHED THROUGH A TRAP-DOOR IN ITS FLOOR).



WARM AND COMFORTABLE IN THEIR TENT WHILE THE SURFACE TEMPERATURE WAS 40 DEGREES BELOW ZERO: GLEN (RIGHT) AND DUNLOP-MACKENZIE AT THE NORTHERN ICE-CAP STATION, OCCUPIED FROM OCTOBER TO LATE FEBRUARY.

The photographs on this and the opposite page illustrate the activities of the Oxford University Arctic Expedition, 1935-6, as described by its leader, Mr. A. R. Glen, in his article on page 603. These illustrations should be compared with the full-page diagrammatic drawing (facing the article), which shows the general lay-out and interior details of the central ice-cap station. The tent, gradually

covered with snow (as shown in the smaller diagram accompanying the article), was comparatively warm and comfortable. On the surface, in conditions of extreme severity, winds of 100 m.p.h. were frequent, and a temperature of minus 40 degrees Fahrenheit was often recorded. Inside the tent the temperature never fell below freezing-point in ten months, and was usually about 70 degrees Fahrenheit.

HOME COMFORTS AT 40 DEGREES BELOW ZERO: OXFORD ARCTIC EXPLORERS.

PHOTOGRAPHS BY THE OXFORD UNIVERSITY ARCTIC EXPEDITION, 1935-6. (SEE ARTICLE ON PAGE 608.)



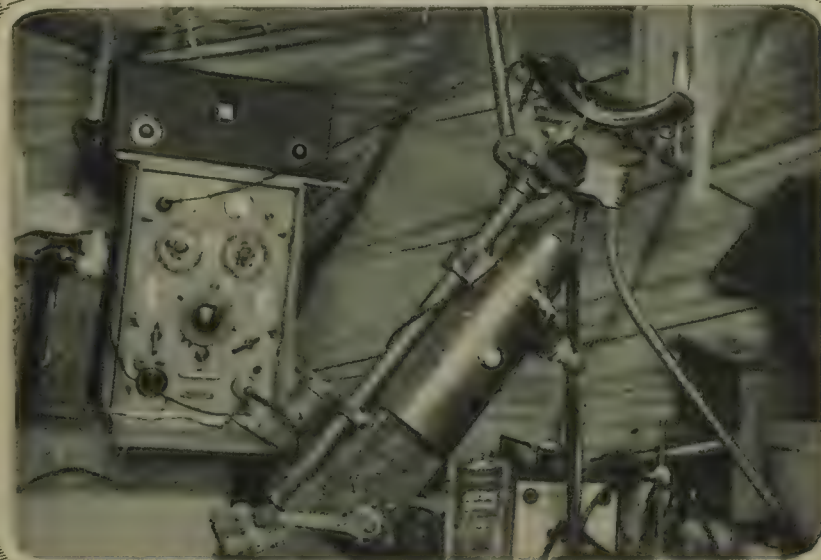
THE STORE-ROOM AT THE CENTRAL ICE-CAP STATION, IN AN ICE CAVERN CUT OUT FROM THE MAIN TUNNEL: A NATURAL REFRIGERATOR.



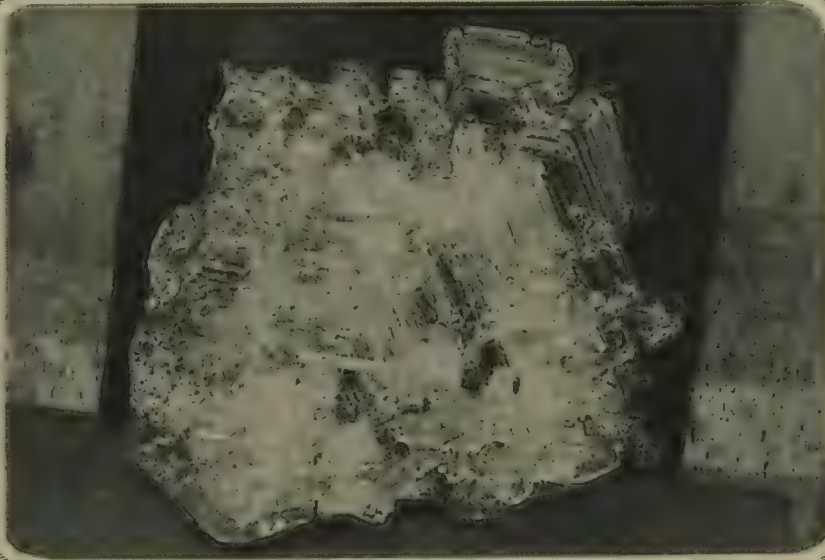
BOOKS AND WIRELESS UNDER ARCTIC SNOW: R. MOSS READING IN THE TENT HE OCCUPIED TEN MONTHS, THREE OF THEM ALONE—(ABOVE) FUR SHOES DRYING.



CLIMBING INTO THE CREVASSE DISCOVERED WHILE SHAFT-DIGGING: A SCENE SUGGESTING THE CHEDDAR CAVES IN ICE, BUT WITH FANTASTICALLY BEAUTIFUL COLOURING.



THE CENTRAL ICE-CAP STATION WIRELESS SET (USED DAILY TO COMMUNICATE WITH THE BASE), AND A BICYCLE DYNAMO TO GENERATE TRANSMISSION POWER.



ONE OF THE BEAUTIFUL ICE CRYSTALS FROM THE CREVASSE WALLS—SOME OF THE LARGEST YET DISCOVERED: WITH A MATCH TO INDICATE SIZE.



CUTTING A WAY OUT OF THE CREVASSE'S UPPER CAVERN INTO ITS LOWER SYSTEM (70 FT. DEEP—THE DEEPEST LEVEL EVER REACHED BENEATH AN ICE-CAP).



EXAMINING DISTORTIONS IN GIANT ICICLES, ONCE VERTICAL: PROOF THAT THE BODY OF ICE WAS MOVING AND THE CREVASSE STILL OPENING.



R. MOSS AT THE BASE OF THE 40-FT. SHAFT DUG IN THE ICE: WORK WHICH, WITH 110 FT. OF TUNNELS, INVOLVED EXCAVATING 40 TONS OF ICE.

In his article on page 608 Mr. A. R. Glen mentions that Mr. R. Moss, who is a physicist, spent ten months at the central ice-cap station, during three of which he was entirely alone. Meanwhile Mr. Glen himself and Mr. Dunlop-Mackenzie (shown together in a photograph opposite) formed the wintering party at the northern station, on an ice-dome overlooking the northern coast of North-

East Land. Describing life at the station during the four months' darkness of winter, Mr. Glen says that this "troglodytic existence" had its attractions. The daily round was regulated by the hours for going outside to take readings, and by times for reception of wireless messages. Leisure was spent largely in reading, for each of the two stations was provided with a well-stocked library.



By ARTHUR BRYANT.

FOR years past knowledgeable persons, who have had it from "someone in the City" who has had it—so they would give us to understand—from some still more exalted source, have been mysteriously hinting that within the next day or two France would be going off gold. Like a woman, unaccountable to beholders and constant only to the inner hidden laws of her own being, France has falsified their every prediction. Now, at last, possibly when they were least expecting it, she has taken the plunge. For the second time in post-war history she has devalued her currency. The powers who control the democratic world of to-day have given the word, and, hey presto! the franc, which yesterday was standing upon its golden legs, is to-day standing upon its airy head. It is all very puzzling. (And to one who loves the "fair and pleasant land of France," her food, wine, and ancient towns, and likes, when he can afford it, to spend his holidays tasting them, it is not a little tantalising. For him it might so much more conveniently have happened a few weeks earlier, before the holidays were over. Then, without doing too much outrage to an overstrained bank balance, he could have invaded the sunny *quais* of Calais, eaten lobsters again at Meurice, and flung his bonnet southwards across the swift open roads of Artois and Picardy.)

I have no doubt that, by the time this page is in print, the economists will have explained to us exactly why France went off gold, and even more precisely what its consequences will be. A great many things will go up in value and a great many other things will go down. Even if, as is probable, they are not the things which the economists indicate, this process of revaluation will take place. Already many who were rich yesterday are poorer to-day, and others who were poor are now the richer. Nothing, economically speaking, is quite as it was. There has been a kind of General Post.

At first blush—if one may apply such a word to a question of economics—all this may seem fair enough. It is only just, or seems so, that the scales should now and then alter their balance; that the poor and meek should be suddenly exalted and the rich and lofty brought low. But the disquieting thing about these revolutions of the modern world is that this is not always the effect they bring about. All too often it is the proud and rich who discover themselves (and not altogether unknowingly) in an even better position than they were before, and the humble and meek who find themselves with a disquieting bump several hundred feet lower. When

the depreciation of the currency took place in Germany, it was not the deserving poor, the conscientious scholar, and the aged worker living on his savings who became better off; on the other hand, it was precisely these classes of citizens who starved. On a lesser scale it was so during the earlier post-war devaluation of the franc. And though one can feel sure that the present French Government will do all within its power to mitigate the less desirable consequences of its doubtless inevitable action one cannot feel certain that it will be able to do so. For every political action has consequences more wide-reaching than any man at the time can foresee, and the more violent and sudden the action, the more wide-reaching these consequences. And the devaluation of a currency

being what it is—can be ensured in no other way. And it is an indispensable condition of all real progress, for without it, or at least without a belief in its existence, no man is likely to labour to add to a heritage in whose security he can feel no confidence. It is that state of faith in which the seed corn is sown, the timber planted, and the foundations of the house laid. It is the first rule of social justice.

It was of this that Burke was thinking when he said, "If I cannot reform with equity, I will not reform at all." Abstract justice—the kind of justice which looks at the world as though it were a vacuum, and then sets out to make all things equal and new—is in actual practice scarcely ever justice at all. For it is justice only to the disinterested person, to the man who has not sown the corn, planted the timber, and laid the foundations of the house, and, not having done these things, has never counted their cost or estimated their due reward. This is the attitude of the theorist, aloof and sheltered, of the bookish person standing aside—in other words, of the prig. In the affairs into which we put our heart and our labour we are all of us interested persons, and we have a right—so far as man has a right to anything—to ask that the conditions on which we reasonably calculated when we embarked and set our course remain the same throughout our voyage. The master who found that the eternal properties of wind and water, to which he had given his life's study, had suddenly changed their nature, would justly feel that Fate had played him a monstrous trick.



GENERAL FRANCO BECOMES "CHIEF OF THE SPANISH STATE": THE INSURGENT LEADER TAKING THE OATH AT BURGOS—THE ARCHBISHOP OF BURGOS IN THE CENTRE; AND THE BEARDED GENERAL CABANELLAS ON THE RIGHT.

On Oct. 1 General Franco was invested with the title of Commander-in-Chief of the insurgent army and Chief of the Spanish State at the headquarters of the insurgent junta at Burgos. He made a speech to the crowds assembled, saying that, although one of authority would govern for the Spanish people, his party did not mean to uphold the privileges of capitalism. General Franco, it is interesting to note, visited London as the military representative of the Spanish Government at the funeral of King George. He marched in the procession immediately behind the Soviet representative, Marshal Tukhachevsky. General Franco made his career in Morocco, and, at the time of his promotion, was stated to be the youngest Spanish general. Later, he was appointed Governor of the Canary Isles. He is forty-five. The new Chief of the State has conveyed an assurance to the British Government that he will respect the *status quo* in Morocco. He contradicted reports that the insurgents had promised bases in Morocco to foreign Powers.

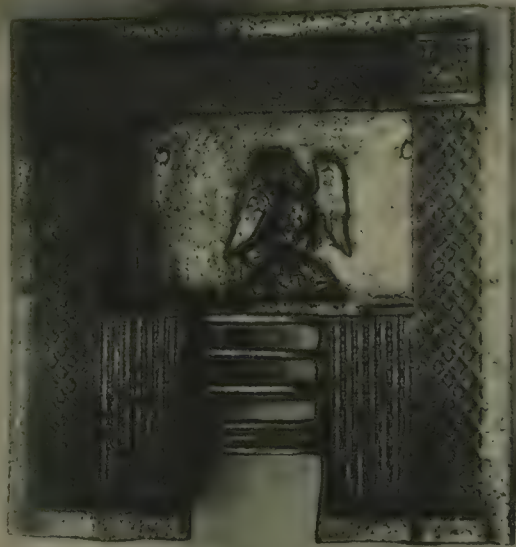
is necessarily a very violent and sudden action. It is as though the sun were to set without warning in the middle of the day, or even change its course in the heavens, so that all unexpectedly in the midst of their autumn avocations men found that it had become spring. The farmer's work would be wasted and the seed he had sown would never come to fruition.

This is one of the primary problems of every Government; to give men some set compass by which they can reasonably direct their lives. For though change is one of the inescapable laws of life, that fore-measured control of change which we term political and economic stability is an essential requirement of all proper civilisation. That a man should have the certainty of knowing that he or his children shall reap where he has sown, instead of being at the mercy of arbitrary powers over which he has no control, is the distinguishing difference between order and anarchy. It is precisely this that good government ensures, and it is something which—man's nature

The depreciation of a currency, however necessary, is apt to prove such a trick. A stable measure of value is an indispensable condition of a well-governed community. Without it commerce must become a corrupt gamble, and the upright dealer be at a perpetual disadvantage. No one, unless he has some secret and therefore unfair knowledge, can form on reasonable calculation or estimate a fair price for goods or labour. In ancient civilisations, a debased coinage was always accompanied by oppression and injustice. In our modern post-war world, at a time when men's heads have never been more busied with notions of abstract right and equity, there has been a curious tendency to overlook this elementary rule of justice, and to regard such questions of financial machinery as a mere banker's and economist's business. But the truth is that the alteration of the standard by which men measure their just demands on one another is not only a matter of complicated economics but a very simple concern of morality. It is like the removal of another man's landmark.

TOYS WITH WHICH QUEEN MARY PLAYED GIVEN TO THE NATION : THE LONDON MUSEUM ENRICHED BY HER MAJESTY'S CHANGE OF HOME.

PHOTOGRAPHS TAKEN FOR "THE ILLUSTRATED LONDON NEWS" BY WILLIAM DAVIS.



A BLACK IRON FIREPLACE WITH A DETACHABLE BACK WHICH HAS AN EAGLE AS ORNAMENT. (9 IN. HIGH; 7 IN. WIDE.)



A DOLL'S CHINA TEA SERVICE, DECORATED WITH BLUE AND PINK FLOWERS AND GOLD BANDS—THE CUPS $3\frac{1}{2}$ IN. HIGH; THE TEAPOT $5\frac{1}{2}$ IN. HIGH; THE BLUE TIN TRAY 15 IN. BY 11.



A CARVED BUFFET WHICH WAS USED AS A JEWEL-BOX. (13 IN. HIGH; $11\frac{1}{2}$ IN. WIDE.)



HER MAJESTY QUEEN MARY IN 1873, WHEN SHE WAS SEVEN AND PLAYING WITH SUCH TOYS.



"JIG-SAW" PUZZLES—ON THE LEFT, "JOSEPH AND HIS BRETHREN"; ON THE RIGHT, "A CHAIN OF EVENTS IN ENGLISH HISTORY." (EACH PUZZLE 18 IN. WIDE.)



THE SHOP OF MR. BULL, THE BUTCHER. (12 IN. HIGH; 9 IN. WIDE.)



MAHOGANY FURNITURE: A CHEST OF DRAWERS, A SOFA, A TABLE, AND A WRITING-DESK. (THE SOFA 11 IN. WIDE.)

THE Court Circular dated "Buckingham Palace, October 1," announced: "Queen Mary, accompanied by the Princess Royal and attended by the Ladies and Gentlemen of Her Majesty's Household in Waiting, left the Palace to-day to take up her residence at Marlborough House." Needless to say, her Majesty personally supervised the preparation of her new home. In doing so, she decided to give to the London Museum certain of her childhood treasures, including those pieces here illustrated.

LITTLE TIN GOD.

BEING AN APPRECIATION OF

"BIG HORSE'S FLIGHT": By DR. SVEN HEDIN.*

(PUBLISHED BY MACMILLAN AND CO., LTD.)

DR. SVEN HEDIN is now aged seventy-one, and it is nearly fifty years since his first book of travel and exploration appeared. Many of his books are well known to readers of this journal, and it is unnecessary to remind them of the indefatigable and incomparable work which he has done in Asia. The present volume arises from an expedition in which scientific research was rudely interrupted by the chaos and devastation of the unhappy province of Sinkiang, which from 1931 to 1934 never had a moment's respite from bloodshed and which even now is not free from it. It was in one of the most recent of these convulsions, in 1934, that Dr. Sven Hedin and his party (consisting of five Europeans and a dozen Chinese and Mongols) unwillingly became involved. They held a commission from the Central Government in Nanking to mark out two motor roads between China proper and Sinkiang. The project showed remarkable optimism on the part of the Nanking Government, which possessed no authority in the distant province and little accurate information about it. In the first of three proposed volumes, Dr. Sven Hedin tells of his adventures among the warring parties. The second will describe the 10,000-mile journey by motor-car through Eastern and Inner Asia, and will give an historical account of the classical Silk Road, which 2000 years ago joined China to the Roman Empire. The third will describe an expedition to the "Wandering Lake," Lop-nor—an old friend of Dr. Hedin's.

The recent history of Sinkiang is black even among the many dark pages of Asiatic history. Between 1911 (the establishment of the Chinese Republic) and 1928 the province was fortunate in having as its Governor-General the wise, firm, and energetic Yang Tseng-sin. He was assassinated in 1928, and his successor, Chin Shu-jen, was an avaricious despot of the worst possible description. He wrought widespread havoc throughout the province, roused every section of race and opinion against him, and in 1933 took flight from his pursuers, Chinese and Russian. He left behind a scene of the wildest disorder.

The war which followed might be described as a "free-for-all." It is difficult to disentangle all



A CHINESE NAMESAKE OF THE PROPHET, AND THE TITLE CHARACTER OF DR. SVEN HEDIN'S DRAMATIC STORY: GENERAL MA CHUNG-YIN ("BIG HORSE"), LEADER OF THE SINKIANG REVOLT AGAINST CHIN SHU-JEN; AND NOW IN MOSCOW.

"In the present volume," writes Dr. Sven Hedin, "the chief character is the young Tungan general, Ma Chung-yin. The Tungans are Chinese who have embraced Islam, and are probably also separated from the Chinese by certain racial differences. Ma is the Chinese version of the name of the prophet Mohammed. But *ma* also means 'horse,' and so we always called Ma Chung-yin 'Big Horse.'"

revolting against the "Christian General," Feng. Defeated, he spent several years in indiscriminate pillage, insurrection, and murder. In 1930 he passed through a systematic military training under the aegis of the Central Government, and soon rose to be virtual dictator of Western Kansu. Becoming altogether too autocratic for his superiors, he was forcibly ejected from Kansu, and readily responded to Yollbars Khan's invitation to come to Sinkiang and help the Turkis in their revolt against the intolerable Chin. He had considerable success in this first Sinkiang campaign, and undoubtedly showed some remarkable qualities of leadership. In 1932 he went to Suchow, in command of a division under the Nanking Government, and remained there for a year, during which time Urumchi repulsed two desperate assaults by the Turkis, and its defenders (largely Russian) got rid of Chin.



THE DESPOT AGAINST WHOM GENERAL MA WAS CALLED IN: CHIN SHU-JEN, GOVERNOR-GENERAL OF SINKIANG (1928-33), WHOSE MISRULE CAUSED CIVIL WAR (1931-4)—SHOWING LARGE BLOCKS OF JADE (LEFT FOREGROUND), A SYMBOL OF HIS AVARICE.

For seventeen years (1911-28) Sinkiang was well governed by Yang Tseng-sin. "His successor, Chin Shu-jen, a man of humble origin from Kansu, showed himself totally unfit to hold so responsible a post. By misgovernment, greed and oppression he provoked rebellion and civil war; at the end of five years he had desolated and crippled the province and broken all links between China proper and Sinkiang."

In May 1933 Ma Chung-yin returned to Sinkiang, again at the invitation of the Turkis, put himself at the head of an army of 10,000 men, and entered upon a second bloody campaign against the motley government of Urumchi. After early successes and wholesale barbarities, things were not going well with him in early 1934, and Dr. Sven Hedin's expedition coincided with his final defeat and flight.

Innumerable rumours followed him; he was reported a dozen times dead or captured, or, equally often, was supposed to have reappeared with new forces. Actually, he made his way, in some mysterious fashion, to Russia and is in Moscow at the present time. What he is supposed to be doing or hatching there, nobody knows. It is highly probable that he will be heard of again. Dr. Hedin reports him to be a young man of boundless ambition, bordering on megalomania. He appears to be as physically brave as he is cruel and unscrupulous. His whole astonishing career indicates some remarkable force of personality, which, against every probability, brings him out on the safe side. He knows no half-measures—shoots, harries, plunders, and conscripts without mercy. A pleasing example of his methods was his issue of utterly worthless paper money, accompanied by the death penalty for

[Continued on page 644.]



"OUR INTENDED ESCAPE FROM KORLA WAS DELAYED BY SEVERAL MISADVENTURES": THE SMALL CAR BOGGED IN A POOL ON THE ROAD.

Photographs reproduced from "Big Horse's Flight," by Sven Hedin. By Courtesy of the Publishers, Messrs. Macmillan.

the combatants, for in Sinkiang every man's hand seems to be turned against every other's, and the conflict is as mixed as the diversity of races in this turbulent part of Asia. There are Turkis and Tungans, who hate and rend each other, but who intermittently may be found fighting on the same side against the Government. There are Torguts, who appear to stand aside from the main conflict, but who every now and then have a little side-show of their own, just to keep in practice. Exactly what the Kalmucks (Mongolian Torguts) and Khirgizes were doing in the *mélée*, we did not clearly gather. Then there are Chinese and Russians; the Chinese are supposed to be lieges of the remote Central Government, but pay not the slightest attention to it, being in reality under a growing Russian domination; while the Russians themselves, though predominantly Red, appear to contain quite a number of stranded White Russians who, like everybody else, take a shy at the nearest thing or person. Irresponsible bands from any of these sections may at any time become brigands and looters on their own account. A more

bewildering medley it is difficult to conceive, and the sufferings of the country from all these factions can be easily imagined. Everywhere that Dr. Sven Hedin went—and members of his party penetrated as far as Kucha—he saw the most heart-rending misery and desolation.

In this volume, the main figure which emerges is the young General, Ma Chung-yin, or "Big Horse," whose affairs were in decline when Dr. Hedin crossed his trail of ruin. This ambitious and ruthless young man began his military career in China at the age of seventeen,



KARL EFRAIM HILL ("EFFE"): ONE OF DR. SVEN HEDIN'S SWEDISH MECHANICS, WHO, AFTER BEING IN DANGER OF EXECUTION, ACTED AS CHAUFFEUR TO "BIG HORSE" ON HIS FLIGHT FROM KORLA.

Describing General Ma's flight from Korla to Kucha, Dr. Sven Hedin says (as noted by our reviewer on this page): "The new world-conqueror was now sitting in one of our drivers' cabins, beside that lively, cheery lad, Karl Efraim Hill, a missionary's son from Feng-chen and of pure Swedish blood."

* "Big Horse's Flight." The Trail of War in Central Asia. By Sven Hedin. Translated by F. H. Lyon. With 122 Photographs and Drawings. (Macmillan; 21s.)

THE ALCAZAR AS THE BESIEGERS SAW IT: A HISTORIC BUILDING IN RUINS.



THE WRECKED BANQUETING-HALL OF THE ALCAZAR AT TOLEDO SEEN FROM THE OUTSIDE DURING THE SIEGE: PART OF A FORTRESS THRICE IN ITS HISTORY DESTROYED BY FIRE AND FINALLY RESTORED AFTER 1887.



SHOWING REMAINS OF MURAL DECORATION ON THE FAR WALL: THE INTERIOR OF THE BANQUETING-HALL AT THE ALCAZAR WRECKED DURING THE SEVENTY-DAYS' SIEGE RECENTLY ENDED.



ONE OF THE LAST ATTACKS ON THE ALCAZAR BY SPANISH GOVERNMENT MILITIA-MEN TRYING TO FORCE AN ENTRANCE INTO THE FORTRESS: A PARTY OF MEN TAKING COVER BESIDE A DOORWAY.



AFTER THE BESIEGING FORCE HAD EXPLODED TWO MINES BENEATH PART OF THE BUILDING ON SEPTEMBER 18: SPANISH GOVERNMENT SOLDIERS ADVANCING TO A FRESH ATTACK ON THE ALCAZAR.



THE RUINS OF THE HOSPITAL DEL SANGRE AT THE ALCAZAR: AN ENORMOUS PILE OF FALLEN MASONRY TYPICAL OF THE HAVOC WROUGHT BY BOMBARDMENT DURING THE 70-DAYS, SIEGE.



THE BARRACK STORES OF THE ALCAZAR: A PHOTOGRAPH RECALLING THAT DURING THE SIEGE THE ATTACKING FORCE DESTROYED PART OF THE GARRISON'S PROVISIONS BY SPRAYING PETROL AND SETTING IT ON FIRE.

The siege of the Alcazar at Toledo began at the outbreak of the Spanish Civil War, last July, and ended with its relief by the rebel column which captured the town on September 28. As our photographs show, the famous fortress suffered severe damage from bombardment and from the mines which, on September 18, the attacking force exploded beneath it. "That so few lives were lost in the explosion," said a "Times" report, "is due to the fact that a mining engineer who took part in the defence was able to fix the point at which the explosion would occur, and persuaded all the besieged to gather in one of the south buildings. The ragged and starving cadets who rushed out of the depths of the Alcazar to greet General Varela's relief column, after withstanding a siege which lasted for seventy days, have lived to tell a tale of extraordinary perseverance and courage. Week after

week they resisted bullets, bombs, and flaming petrol. An eye-witness who took part in the defence relates: 'First of all we hid the women and children in the safest part of the fortress. Most of them showed extraordinary fortitude and endurance. Some 200 horses and mules were stabled in the building at the beginning of the siege. Every day some of them were slaughtered to provide us with food. The fats were used to make candles. Otherwise we should have had to face the horror of living and fighting in the dark. Towards the end we began to lack water.' The Alcazar was burned down in the War of the Spanish Succession (1710) but was afterwards restored. The French set fire to it in 1810. In 1882, after having been again restored, it became an academy for the training of cadets. A third fire gutted the interior in 1887 and another restoration followed.

AN EPIC 70-DAYS' SIEGE ENDED: ALCAZAR SURVIVORS AT TOLEDO.



A WOMAN SURVIVOR OF THE ALCAZAR SIEGE SHOWING SIGNS OF THE TERRIBLE ORDEAL WHICH SHE HAD ENDURED: ONE OF THE NON-COMBATANTS, REPORTED TO HAVE INCLUDED 400 WOMEN AND CHILDREN.



DAZZLED BY THE SUN ON SEEING IT FOR THE FIRST TIME AFTER SEVENTY DAYS WITHIN THE DARK WALLS OF THE ALCAZAR: A MEMBER OF THE LONG-BELEAGUERED GARRISON, WITH A GIRL COMRADE, AMONG SOLDIERS OF THE RELIEF FORCE.



TYPES OF ALCAZAR SURVIVORS, SAID TO HAVE NUMBERED IN ALL ABOUT 1500: A GROUP OF MEN AND ONE WOMAN (LEFT) WITH THE DOCTOR WHO HAD ATTENDED THEM DURING THE SIEGE.



REVELLING IN FREEDOM AFTER THEIR LONG INCARCERATION IN CELLARS OF THE BESIEGED FORTRESS: TWO WOMEN AND A MAN ENJOYING FOOD AND CIGARETTES AMONG THE ALCAZAR RUINS.



THE HEAD OF THE "NEW NATIONAL GOVERNMENT OF SPAIN": GENERAL FRANCO (EXTREME LEFT) WITH COLONEL MOSCARDI, COMMANDER OF THE ALCAZAR GARRISON.

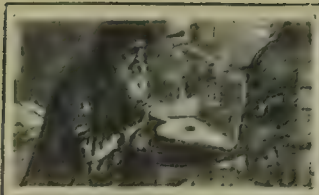


AFTER THE RELIEF OF THE ALCAZAR; FOR THE DEAD AMONG WHOSE GARRISON, IT WAS ANNOUNCED BY GENERAL FRANCO, A SPECIAL MAUSOLEUM IS TO BE BUILT AT TOLEDO: RUINS OF ONE OF THE INNER COURTS, SHOWING A HUGE MASS OF FALLEN MASONRY, AND THE PEDESTAL OF A MONUMENT.

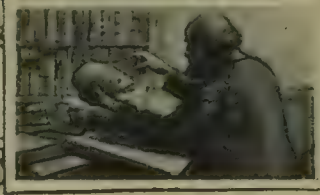
THE epic of the Spanish Civil War has been the heroic defence of the Alcazar at Toledo by a rebel garrison during a seventy-days' siege by Government forces, until (as recorded in our last issue) the town was captured by insurgent troops under General Varela on September 28 and the Alcazar was relieved. The defenders had with them about 400 women and children, and it was stated that about 1500 people were found alive in the fortress. The garrison was commanded by Colonel Moscardo. Its losses during the siege were given as 80 killed and 500 wounded. After the relief, the town was visited by General Franco, the rebel leader recently installed, at Burgos, as head of the "New National Government of Spain." According to a report of October 2, he has decided that all those who died in the siege of the Alcazar should be buried in a special mausoleum to be built at Toledo.



LIKE A CITY DESTROYED BY AN EARTHQUAKE: A GENERAL VIEW OF THE RUINED ALCAZAR AT TOLEDO, PART OF WHICH WAS MINED AND BLOWN UP BY THE GOVERNMENT FORCES THAT BESIEGED IT.



THE WORLD OF SCIENCE.



THE WHITE STORK EXPERIMENTS IN GREAT BRITAIN.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

EARLY this year some enthusiastic ornithologists made a valiant attempt, at considerable expense and trouble, to add the white stork to the list of our native birds. By these I mean those which breed with us annually, and not the vagrants or even our "winter migrants." This ambitious aim was to be attained by importing eggs, in the hope that such birds as were successfully reared, though leaving us during the autumn migration, would return in the spring to breed with us. They might even gradually spread over the country, and thus help to enliven the landscape!

Such an experiment is surely doomed to failure. A clear understanding of the agencies which have determined the migrations of birds, and our own birds in particular, will make it plain why. Our "summer migrants," such as the swallows and swifts and the spotted fly-catcher, for example, are supposed to leave us in the autumn for the more congenial climate of South Africa, to avoid starvation during the winter months, when insect-life is in abeyance. But these should be considered in conjunction with our *winter migrants*, which come to us from more northern countries, evidently not so much to escape a probable shortage of food as to secure more congenial climatic conditions. Our thrushes, for example, leave us in the late autumn for Southern Europe, but their places are presently taken by others from more northerly regions, including the red-wing and the fieldfare, thus showing that our islands *can* provide an adequate source of food for thrushes during the winter months. In the spring they return whence they came, *not* because their food-supply is failing, but because they cannot stand our summer temperatures. Even our own breeding species, at this time, and their nestlings, have been found showing every sign of distress from the heat during sultry days in midsummer. The matter, then, of securing an optimum temperature, winter or summer, is the moving force in these migrations.

These began when, ages ago, these migratory species lived in an equable climate where food and nesting-territory were ample for all. But as their numbers increased it became necessary for the younger generation to seek new territory beyond the periphery of their birthplace. As this process went

on there came a time when all the species living on the outermost periphery of their range found themselves in regions where cold winters prevailed, and hence they were driven back to spend this time in regions whence their ancestors had been driven by the press of population.



WHITE STORKS BREEDING IN ENGLAND—AT THE LONDON ZOO: A BIRD AND NESTLINGS OF THE SAME SPECIES AS THOSE BROUGHT OVER FROM THE CONTINENT FOR A NUMBER OF MIGRATION EXPERIMENTS IN GREAT BRITAIN THIS YEAR.

We illustrated some of the young storks liberated in Kent in our issue of September 5. They were photographed while at Bembridge, Isle of Wight. They were presumably engaged in migrating southwards, but as far as one can judge, their movements appear to have been somewhat erratic. This experiment does not seem, on the whole, likely to produce any conclusions of value.

Photographs by D. Seth-Smith.

With the return of congenial weather they had to return to the region of their more or less distant birthplace, because they had become adjusted to its conditions.

Hence, then, it seems that white storks artificially introduced into this country cannot become either permanent settlers or spring or autumn migrants, as the case may be. They have not been physically tempered to the climatic conditions into which they have been thrust. The abortive attempt to establish Pallas's sand-grouse many years ago, by an Act of Parliament protecting what remained of the unfortunate immigrants from collectors of rare birds, affords another case in point.

That near relation of the white stork, the spoonbill, affords strong confirmation of this interpretation of the migration of birds. Long ago, colonies of this bird bred with us in East Anglia, Sussex, and Middlesex. When the ancient native stock became exterminated it was never replaced, though a few casual migrants visit us nearly every spring. The white stork is a very handsome bird, his snow-white plumage being relieved by black wing-quills, inner secondaries, and greater wing-coverts, and a scarlet beak and legs, the toes of which are partially webbed. It is also very confiding in its habits, building in various parts of its breeding-range in Europe on the roofs of houses, wherever these are near convenient feeding-grounds. Curiously enough, they are voiceless birds, though in moments of excitement they will start a strange clattering sound with the beak, gradually raising the head and throwing it backwards till the crown rests upon the back! Frogs, newts, lizards, fish, and beetles form the staple diet.

The closely related black stork is also to be reckoned a British bird. But it is, however, extremely rare. There seem to be no more than

twenty records of birds killed in this country. It is a slightly smaller species, and save for its white under-parts, is black in coloration, but with a beautiful metallic, shimmering gloss of purple, blue, copper, and green; while the legs and beak are scarlet. In its habits, however, it is far less confiding than the white stork, breeding always remote from the haunts of man. In flight these two birds differ conspicuously from their distant relative, the heron. For both these carry the neck extended straight out, while the heron bends the neck upon itself till the head rests between the shoulders. No one has yet been able to discover any reason for this strange difference in the carriage of the neck. In like manner we are quite unable to account for the temperamental differences between the white and the black storks. Here, indeed, as in so many cases, "habit" is by no means always associated with structure; though as a rule there is no escape from the conclusion that changes of habit, notably in the choice of food, lead to structural changes often of the most striking character.

Two birds must be noted in this matter of the number of species of the stork tribe which are regarded as British birds. These are the spoonbill, already mentioned, and the glossy ibis. That the white and the black storks ever bred in this country there is no evidence to show; but it is very certain that there were breeding colonies of the spoonbill in Norfolk in the days of Sir Thomas Browne. This was one of the earliest



THE BLACK STORK—A VERY RARE VISITOR TO THE BRITISH ISLES: A SINGULARLY HANDSOME BIRD, ITS BLACK PLUMAGE HAVING A METALLIC GLOSS OF GREEN, PURPLE, AND COPPER.



A BIRD OF THE STORK TRIBE WHICH FORMERLY BRED IN ENGLAND, BUT IS NOW NOTHING MORE THAN A CASUAL VISITOR: THE SPOONBILL; COLONIES OF WHICH WERE TO BE FOUND IN NORFOLK IN THE SEVENTEENTH CENTURY.

of our native birds to receive protection; as far back as the seventeenth century, indeed, it was unlawful even to take its eggs. Nevertheless, as is usual in such cases, the native stock slowly vanished, and, once exterminated, the only visitors to our shores since that day have been birds on migration. Here is a good illustration of the "homing instinct." The "vagrant" birds which now, on rare occasions, visit us are those of other breeding territories on the Continent. Finally, a word as to the strange shape of the beak of this bird—depressed from above downwards to form a pair of flat, spatulate plates, and expanded at its tip, possibly in response to the needs of capturing small aquatic insects and their larvæ, and floating vegetable matter. But frogs, newts, and small fish are also said to form part of the diet.

And now, at least a word or two about the glossy ibis. This bird, at a little distance, looks rather like a large black curlew, owing to its large, downwardly curved beak. But it is far handsomer, being of a dark maroon colour, with a head burnished with a metallic green and the wings glossed with purple and green. It is one of a number of species very different in their coloration. Two of these—the sacred ibis (black and white) and the beautiful scarlet ibis—are among the most interesting and striking inhabitants of the waders' aviary at the Zoo.

THE PICTURESQUE STORK : A "DESIRABLE RESIDENCE" ON A SWISS FACTORY.

PHOTOGRAPH BY ARTHUR NEUSTADT, F.R.P.S.



AN ODD DWELLING-PLACE FOR STORKS, BIRDS OF A FAMILY RECENTLY THE SUBJECT OF MIGRATION EXPERIMENTS IN ENGLAND : A CONSPICUOUS NEST ON THE TOP OF THE TOWER OF A CURIOUSLY-FASHIONED FACTORY AT RIBURG, NEAR BASLE.

Recent experiments carried out in this country in connection with stork migration are discussed by Mr. Pycraft on our "World of Science" page, opposite. A number of young white storks and eggs were brought from Prussia. The latter were placed in herons' nests; but only one hatched, and the nestling died. Of

twenty-three young storks imported, four were sent to Dumfriesshire and liberated there; and four were kept for a few days in the grounds of the Hazlemere Museum, whence, later, they joined fifteen others liberated in Kent. Afterwards, the birds dispersed, and may find their way to winter quarters in Africa.

NEW EVIDENCE ON TUTANKHAMEN'S PARENTAGE.

AN INSCRIPTION PROVING THE POSSIBILITY THAT HE WAS A SON OF AMENHOTEP III., AND OTHER FRESH DISCOVERIES AT TELL EL AMARNA, ON THE SITE OF AKHENATEN'S VAST PALACE, ONE OF THE LARGEST KNOWN BUILDINGS OF ANTIQUITY.

By J. D. S. PENDLEBURY, M.A., F.S.A., Director of the Egypt Exploration Society's Expedition to Tell el Amarna. (See Illustrations on the opposite page.)

THE work of last season was concentrated entirely on the great Official Palace of Akhenaten which was situated in the centre of the city. The building is one of the largest and most impressive which has come down to us from antiquity. Its dimensions are nearly a kilometre in length by about 350 yards in breadth. The work of the previous season (see *The Illustrated London News*, Oct. 5, 1935) had revealed the harem quarters, part of a great entrance system of which the foundations alone remain, and the half of a large hall known as the "Broad Hall."

This year further excavations showed a plan which in conception has no equal in the ancient world. Fig. 1 shows our reconstruction of the existing remains.

After passing through the "Weben Aten" at the north end, the visitor entered a great parade-ground, bounded on three sides by the "Broad Hall." The southern end of this had been intended to be a gigantic colonnade nearly two hundred yards long with columns as big as those at Luxor. Considerations of economy, however, seem to have modified the plan, and, although the position of the projected columns was marked out on the plaster of the foundations, the actual colonnade which was built was confined to a tall pavilion in the centre, leaving the whole area open to the sky and surrounded by colossal statues of the king and queen in granite and quartzite.

The Broad Hall was crossed by two minor causeways, one on each side of the central pavilion. On the main N.-S. axis lies a raised colonnade, and passing through this the visitor descended to an open court filled with inscribed stone stelæ (e.g., Fig. 8). Beneath each of these stelæ was a pit, lined with brick and stone, obviously intended to contain foundation deposits of value. In spite of the fact, however, that eight of these pits were found still sealed-in by the foundations of the stela above, nothing was discovered in them except a caricature of the king roughly drawn on a potsherd.

These open courts were also crossed by a W.-E. approach, which led from the water-front to the bridge that runs over the main road of the city connecting the palace with the king's private house. To the south begin long colonnades which lead to the original southern end of the palace. On either side are open courts surrounded by colonnades, chapels, and gardens. The exact interpretation of some of the existing remains is as yet uncertain, but the excavation of the corresponding area west of the main axis will no doubt give a clue.

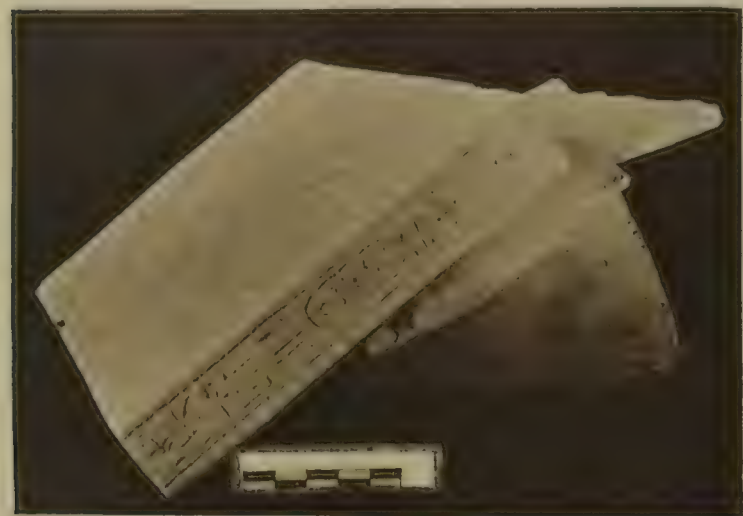


FIG. 2. THE HIGHLY INTERESTING INSCRIPTION PROVING THAT AKHENATEN WAS LONG CO-REGENT WITH HIS FATHER, AMENHOTEP III., AND THAT TUTANKHAMEN MIGHT ALSO HAVE BEEN THE LATTER'S SON: PART OF A BROKEN STATUE—A HAND SUPPORTING AN OFFERING-TABLE (WITH CENTIMETRE SCALE TO SHOW SIZE).

Fig. 3 shows part of the remains as they are to-day. Their great interest lies in the fact that, although no single stone remains *in situ*, yet, thanks to the fact that the floors had been laid on the top of the scaffolding between the walls, we were able to discover not only the plan but also the section and elevation of the building. The Egyptian method of scaffolding was to make platforms of sand, builders' waste, chips of stone and bricks, as the walls grew higher. In this case, owing to the fact that the builders wished this part of the palace to be at a higher level than the rest, much of the scaffolding was left in position. Fig. 3 shows the floor laid over the scaffolding, leaving space for the foundations of columns and walls. At intervals can be made out the patches of mortar where the masons stood at

various levels. Thus in the pictures it is the floors which look like wall-tops and the foundations of the walls which look like passages and rooms.

Among the objects which were discovered, the most frequent were sculptors' trial pieces, sketched out by the craftsmen and then thrown down into the foundations. Figs. 6, 7, and 11 show examples of these, the elaborately treated head of the god Bes and the detailed studies of hieroglyphs being particularly noteworthy. Many fragments of the decoration of

bright faience, though where they were in the background the architect had economised by using ordinary paint. The curious discovery of a small pit filled with the bones of cats and dogs gives us some idea of the domestic pets, while fragments of tiles decorated with butterflies and birds show the love of nature which we always associate with Tell el Amarna.

At the extreme north end of the palace lay an open area, the walls of which had been weathered away. Here Petrie had found in his trial trenches a number of fragments of "shawabti" figures, those small figures which were placed in the tombs to do work for the deceased in the after-life. A complete

clearance of the spot not only brought to light two other examples in an unfinished condition, but also a model in granite of the "pesh en kef," the magic implement used in the ceremony of "Opening the Mouth" of the mummy. Two other objects are of exceptional interest. Fig. 5 shows an unfinished life-size head of the king in limestone. It is only roughly blocked out, but it is of great value as showing one of the preliminary stages of sculpture. Fig. 2 is a photograph of one of the most important pieces of historical evidence from the site. It is part of a limestone statue. All that remains are the two beautiful hands

supporting an offering-table. But round the offering-table and down the front runs an inscription. It gives the name of Akhenaten coupled with that of his father, Amenhotep III., sure proof of a co-regency.

But more important is the fact that it gives also the name of the god Aten, the disc of the sun, in a form which is not adopted until after the ninth year of Akhenaten's reign. This means that the co-regency was of at least nine years' duration and simplifies the whole chronology of the period, for it means that Tutankhamen could have been the son of Amenhotep III. and had a very good claim of his own to the throne, as well as the claim of marrying the royal heiress.

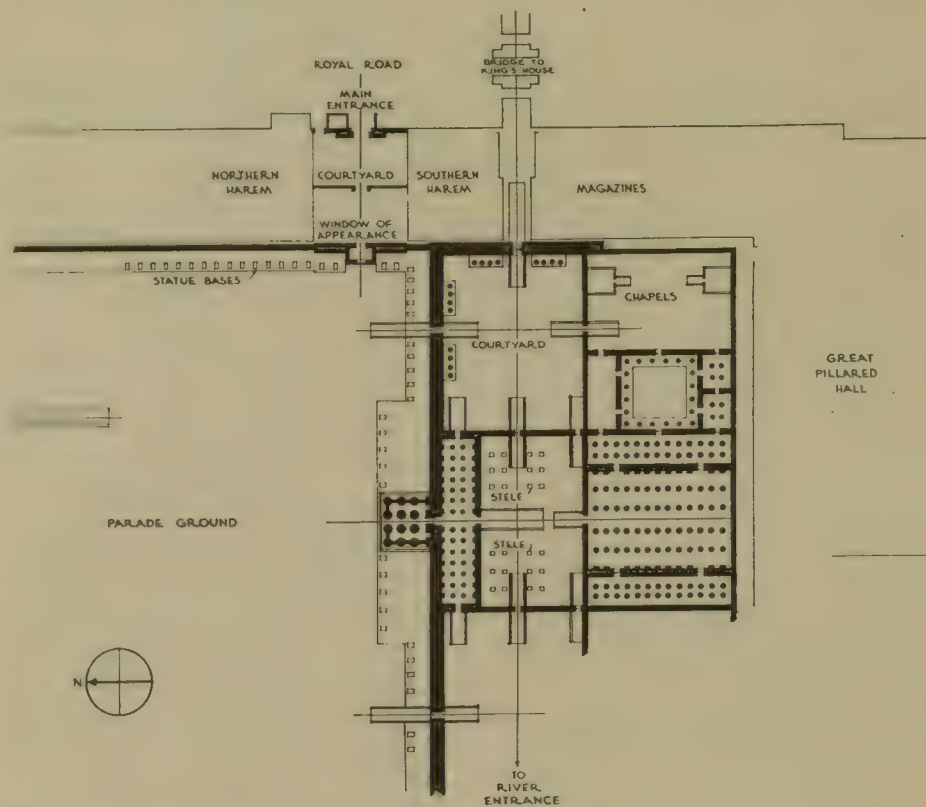


FIG. 1. A RESTORED PLAN OF AKHENATEN'S GREAT PALACE, IN ITS CONCEPTION UNEQUALLED IN THE ANCIENT WORLD: A VIEW LOOKING EASTWARD FROM THE NILE, AND SHOWING (TOP LEFT) THE MAIN ENTRANCE AND THE "WINDOW OF APPEARANCE" (AN ANCIENT EGYPTIAN EQUIVALENT OF THE BALCONY OF BUCKINGHAM PALACE).

the walls remained. Fig. 9 is a most spirited study of a bull led to sacrifice. The depth of the relief is unusual, and it may have been set up in some part of the palace away from the light. One relief shows part of a procession which included figures of the princesses followed by their fan-bearers. Another relief formed part of a column carved with a frieze representing the royal family. The common people are shown in other examples, such as one in which musicians are seen playing on their instruments.

Over the doorways seem to have been figures of sphinxes in relief with human hands and the head of the king, offering to the disc of the sun.

Small details, perhaps from niches in the walls or from the jambs of doors, are shown in Fig. 10. Many of these are in granite, which, being coarse-grained, obscures much of the exquisite work. Flanking these colonnades and halls were humbler structures of mud-brick. To the south of the main harem lies a smaller building, similar in plan and decoration, containing a pond, a small garden, and other distinctive features, as well as a number of painted pavements. From this area came the inlays shown in Fig. 4, intended for insertion into the wall or the pillars. These latter were highly decorated with inlays of



FIG. 3. SHOWING PLASTER FLOORS THAT LOOK LIKE WALL-TOPS (HAVING BEEN LAID ON "SCAFFOLDING" OF SAND AND DÉBRIS), AND SUNK FOUNDATIONS, FOR WALLS AND COLUMNS, LOOKING LIKE PASSAGES AND ROOMS: EXISTING REMAINS IN THE SOUTH CENTRAL PART OF AKHENATEN'S PALACE.

NEW PORTRAITS OF EGYPT'S FAMOUS BEAUTY, NEFERTITI, FROM AMARNA.

PHOTOGRAPHS BY THE EGYPT EXPLORATION SOCIETY'S EXPEDITION TO TELL EL AMARNA. (SEE ARTICLE OPPOSITE.)



FIG. 4. CALVES' HEADS AND HUMAN HANDS SCULPTURED IN STONE: INLAYS INTENDED FOR INSERTION INTO WALLS OR PILLARS OF A BUILDING SOUTH OF THE MAIN HAREM IN AKHENATEN'S PALACE.

TELL el Amarna, of course, is the site of that great city built by the Heretic Pharaoh, Akhenaten, as a new capital of Egypt and the centre of his revolutionary sun-worship, which temporarily replaced the religion of Amen. The city was utterly destroyed after his death on the revival of the old faith. In 1887 the famous "Amarna Letters" were discovered there. For some years before the Great War, a German archaeological expedition worked on the site, but their concession lapsed in consequence of the war. In 1921 the excavations were taken over by the Egypt Exploration

[Continued below.]



FIG. 5. OF GREAT INTEREST AS A PRELIMINARY STAGE IN EGYPTIAN PORTRAIT SCULPTURE: AN UNFINISHED LIFE-SIZE HEAD OF AKHENATEN, ROUGHLY BLOCKED OUT.



FIG. 6. THE EGYPTIAN GOD OF LOVE AND WOMEN: A BROKEN HEAD OF BES, ELABORATELY TREATED, ON A FRAGMENT OF A SCULPTOR'S TRIAL PIECE.



FIG. 7. AN ANCIENT EGYPTIAN EQUIVALENT OF THE GILBERT WORKING MODELS: A TRIAL-PIECE IN QUARTZITE—ONE OF MANY SKETCHED OUT BY SCULPTORS AND THEN CAST ASIDE.



FIG. 8. AN UNFLATTERING PORTRAIT OF A FAMOUS ROYAL BEAUTY, QUEEN NEFERTITI: PART OF AN INSCRIBED STELA, SHOWING HER MAKING AN OFFERING.

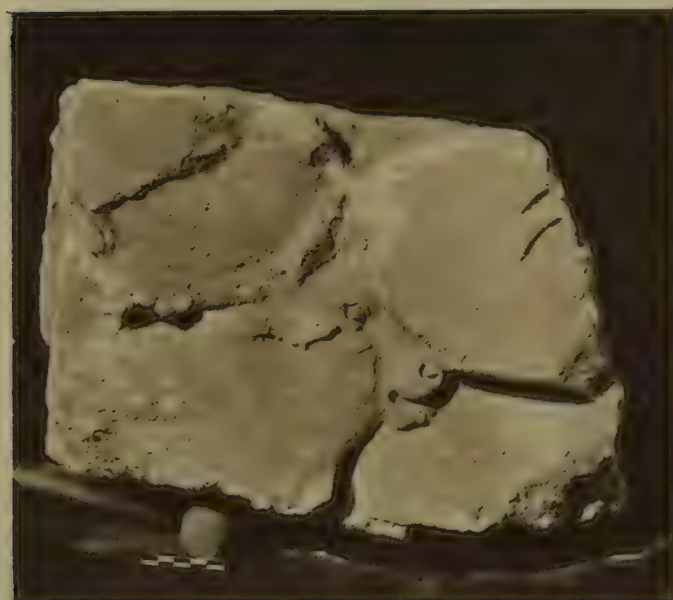


FIG. 9. A MOST SPIRITED STUDY OF A BULL LED TO SACRIFICE: A FRAGMENT OF MURAL RELIEF OF UNUSUAL DEPTH, POSSIBLY DUE TO ITS HAVING TO BE PLACED IN A BAD LIGHT.

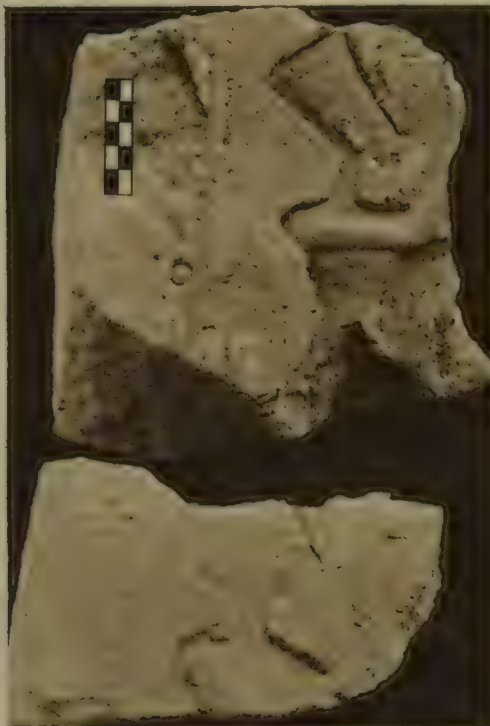


FIG. 10. WITH TWO OTHER PORTRAITS OF NEFERTITI, ONE IN THE FAMILIAR HIGH CROWN: GRANITE FRAGMENTS FROM NICHE OR DOOR-JAMS.



FIG. 11. AN EGYPTIAN TYPE OF BEAUTY: A HEAD IN PROFILE, AND A REALISTIC CLENCHED HAND, ON A TRIAL-PIECE THROWN AWAY BY THE SCULPTOR.

Society, which has continued them ever since, with highly important results, recorded at intervals in our pages with copious illustrations. Mr. J. D. S. Pendlebury, the author of the article on the opposite page, and of several previous contributions on the subject, has been in charge of the work since 1930. As on former occasions, some of the remarkable objects found during the 1935-1936 season were recently exhibited to the public in the Society's premises at 2, Hinde Street, Manchester Square. Among the examples given above, several are of particular interest as

showing stages in the fashioning of ancient Egyptian sculpture, or trial-pieces sketched out as studies for finished work. These latter might be regarded, in some sort, as a parallel to the late Sir Alfred Gilbert's working models (illustrated in our issue of September 12 last), now in the Victoria and Albert Museum. Very interesting, too, though hardly flattering, are the new portraits of Akhenaten's beautiful wife, Queen Nefertiti, one showing her in the high crown represented in the celebrated bust (also found at Tell el Amarna), which was illustrated in colour in our issue of December 13, 1924.

BOOKS OF THE DAY.

WE are an insular people, but our insularity is not of the stay-at-home type. It has tended rather to expansion and reduplication. Having a native affection for a piece of land entirely surrounded by water, we have, in the course of "our rough island story," annexed a good many other examples. We appreciate the romance of islands; our literature teems with stories and poems about them. We also enjoy exploring islands, whether they belong to us or to somebody else.

An outstanding instance of this national propensity is just to hand in "ISLES OF THE SEVEN SEAS." By Collingwood Ingram. With thirty-one illustrations (Hutchinson; 18s.). The author takes us in turn to islands of the South Seas, the Hebrides, the Canaries, the East Indies, South Africa, Japan, the Orkneys, New Zealand, the West Indies, the Mediterranean, and the coast of France—a truly cosmopolitan display of British insularity! Mr. Ingram would not call his work exactly a "travel book," but prefers to describe it as "excerpts from the journal of a wandering naturalist." In this capacity his main interests are ornithology and botany, but he is also a keen observer of the human species, and his pages teem with amusing anecdotes and character sketches of fellow-travellers, guides, innkeepers, local officials and sportsmen, and sundry other bipeds encountered during his journeys. In fact, he combines the humour of Somerset Maugham's eastern stories, though in a more genial and less cynical vein, with the nature-worship of Richard Jefferies.

I gather that Mr. Ingram did not visit his dozen islands—Tahiti and Bora-Bora, Coll, Tenerife, Sumatra, Dassen, Kyushu, Sanday, New Zealand, Little Tobago, Corsica, and Quessant (Ushant)—precisely in this order, in which they appear; nor does he bother much about chronology, though he mentions dates when relevant. It must not be supposed that, as a traveller of forty years' experience, he has confined himself entirely to islands. These phases of his nomadic career, he tells us, were selected from many volumes of his journals. "I have chosen only descriptions of island visits," he writes, "for no other reason than that these seem to lend themselves best to a work of this kind." There is, indeed, a unity and compactness about an island which easily stages a complete, well-rounded episode. This unity is enhanced by a short prologue to each chapter, explaining the reason of the visit, and a retrospective epilogue. Several of the islands mentioned lie off the beaten track and are probably described here for the first time. All the descriptions were written on the spot, and so have the freshness and detail of first impressions. Moreover, the author's journals were originally private and never intended for print. Hence they have an intimate personal note which makes them delightful reading—a pleasure enhanced by the excellent photographs.

It would seem that Mr. Ingram's life has been a veritable Odyssey of travel. Casual and incidental allusions in the course of the book indicate acquaintance with many a far country, besides others nearer home. Thus he is able to compare Fujiyama and the Peak of Tenerife with Aconcagua; while on one occasion he refers to a plant-collecting expedition in Alaska; on another, to the sight of alpine swifts breeding in countless thousands "in the mud-built ramparts of Moorish cities." Again, he recalls the effect of hearing a curlew's cry on the Palmiet River in South Africa. "In a split fraction of a second," he says, "I had been transported to the windswept shores of Connemara." Commenting on the curious fact that sounds revive memories of particular places, he goes on to add: "It does not matter now where or when I hear a woodlark's flute-like song—it may be in Devon, or it may be in Portugal—but those clear notes will always bring back visions of a certain sunny slope in Provence. Should I hear a cow-bell tinkling on the neck of a mule in the Andes, my thoughts fly from South America and come to rest in a certain high and very green valley above Chamonix."

It is not given to all men to see so much of the world as Mr. Ingram has. There are, of course, many globe-trotters who compass sea and land without vision and without intelligence. One grudges them their opportunities, but gratitude rather than jealousy is due to such a traveller as Mr. Ingram, who not only has the seeing eye and a definite purpose, valuable for its additions to knowledge, but can also, by his power of expression, convey to his readers what he has seen, and make them partakers of his enjoyment. It is only through such books as this that most of us can visualise the richness and variety of the world we live in. He confesses himself "a lover of words," and he is manifestly no less a lover of beauty in Nature. Though he does not strain after "purple patches," there are many passages of effortless description which it would be hard to beat for magic and felicity. As a naturalist, of course, he writes with authority; he has at various times obtained rare or unique specimens (such as the Corsican rock-cherry) and made interesting discoveries. His constant observations of birds and plants will appeal to ornithologists and botanists, but his book is intended

for the general public rather than the expert. His attitude on this point is emphasised in the chapter on Dassen—a South African Penguin Island that would surely have enchanted Anatole France. Here he names his favourite writers on Nature, and draws a distinction between the terms "ornithologist" and "bird-lover," emphatically in favour of the latter.

In his devotion to the study of birds—their habits, colour, song, and marvellous migrations—Mr. Ingram shows, of course, an inherited taste. As he recalls in the account of his visit to Little Tobago in 1913, it was in 1908 that his father (the late Sir William Ingram) purchased

He gives a fascinating description of the island, including dramatic details concerning the bird-sanctuary's first guardian and his successor, and mentions that, since Sir William's death, his sons have presented Little Tobago to the Government, on condition that the sanctuary should be permanently preserved. Elsewhere, Mr. Ingram recalls another early influence. "In my boyhood," he says, "I derived much pleasure from the writings of Henry Seebohm (now an almost forgotten naturalist). . . I might almost say that it was his work, more than any other, that gave definite form to my predilections and sowed those seeds of restlessness that later made me travel to far lands in search of birds."

There are many other things I should have liked to say about Mr. Ingram's book, which I have found—in the Poet Laureate's phrase—a "box of delights." If, however, "the half has not been told," readers know where to find the rest. I will end by mentioning one or two fragments of verse called to mind by incidental allusions. Thus Mr. Ingram's reference to "the soul-stirring cry of the whaup," in the Hebridean isle of Coll, reminded me of Stevenson's line:

Where about the graves of the martyrs
the whaups are crying.

In looking up this quotation, I chanced upon another poem in R.L.S.'s "Songs of Travel," called "The Woodman," which contains passages curiously apposite to Mr. Ingram's discussion of possible intelligence in plants; in particular, the uncanny capacity of roots to locate good feeding-ground. Yet another, and rather frivolous, quotation was suggested by the author's tribute to the intelligence of geese, those sagacious birds whose Roman ancestors saved the Capitol. I realise now that the common use of their name as a symbol of stupidity is a libel on the anserine race, as in Calverley's lines on a moribund pug:

Nor would I make myself a goose
If some big dog should swallow Tiny.

Readers of *The Illustrated London News* will also be specially interested in "THE HERO." A Study in Tradition, Myth, and Drama. By Lord Raglan (Methuen; 10s. 6d.).

because, as the author mentions, some of the material amplified therein appeared in our pages recently as a series of articles on Quasi-Historical Characters. In his preface Lord Raglan recalls that his main thesis was put forward in his presidential address to a section of the British Association, at one of its former meetings. An explicit statement of the thesis, however, is reserved for the concluding chapter, where he writes: "The thesis of this book is that the traditional narrative, in all its forms, is based not upon historical facts on the one hand or imaginative fictions on the other, but upon dramatic ritual or ritual drama." Elsewhere, again, he says: "I have attempted to show that traditional narratives are never historical; that they are myths, and that a myth is a story told in connection with a rite."

Briefly, then, the book is an attack on the credibility of tradition, and further, it develops the theory that all traditions originated in religious ceremonies of a dramatic nature. Such personages as King Arthur and Robin Hood, or the Greek heroes, are in no way historical, but merely mythical characters in ritual drama. Lord Raglan's exposition of his views is highly stimulating and at times provocative, covering a field of inquiry full of fascination, but likely, I think, to cause controversy among students of folk-lore, and also among classical scholars regarding his comments on the Homeric poems and Greek tragedy.

I have neither the space nor the erudition to discuss his conclusions at any length, but, as a very general reader, I offer a few impressions for what they are worth. I think he is apt to overrate the extent to which tradition is accepted as historical. Few, I should say, believe that legend (a word he seems to avoid) is the same as fact; and to amass arguments in denial of their identity might be considered as labouring a truism.

At the same time, are there not certain traditions which archaeology has partly substantiated, as at Ur, Knossos, or Jericho? Lord Raglan remarks, truly, that there can be no real history without written records, and derides the so-called "race-memory" of illiterate tribes. Yet possibly the traditions of cultured races, handed down from one generation to another, contain some element of truth. Again, must all early tales and legends be necessarily traced to a ritual origin? Could not some of them have been invented and related merely for the entertainment of a king, or other patron? The evidence for all the ritual drama here postulated seems to be largely inferential. How, precisely, would an epic fit into, or arise from, ritual drama? In our own day, of course, the religious festival of Christmas has gathered about it stories of a certain type (such as "A Christmas Carol"), not to mention pantomimes, but these productions are hardly considered a direct outcome of sacred rites. C. E. B.



CHOSEN AS THE "TREASURE OF THE WEEK" AT THE VICTORIA AND ALBERT MUSEUM: A CRAYON DRAWING OF THE INTERIOR OF CARLISLE HOUSE, INCLUDING, PERHAPS, THE FIGURE OF DR. JOHNSON IN THE ROOM AT THE BACK; BY J. R. SMITH (1752-1812).

Carlisle House was the headquarters, from 1760 until 1772, of the celebrated Mme. Cornelys, who there organised a series of subscription balls for the nobility and gentry, which were described by Casanova. The drawing (probably made in 1776, when the house was reopened for a short time) shows, according to an old identification (from left to right), Mrs. Moss, two unknown men, Charlotte Somerville, Mary Townley, Maria Weldon, Harriet Montagu, Dr. Johnson (?), Lucy Haswell, and J. R. Smith.



AN IMPORTANT ACQUISITION BY THE VICTORIA AND ALBERT MUSEUM: AN EXCEEDINGLY FINE EXAMPLE OF A CHELSEA CHINA NURSE REPRESENTED AS IN SIXTEENTH-CENTURY COSTUME (1750-5).

This exquisite rendering of one of the most attractive and, at the same time, one of the rarest Chelsea pieces has been given to the Museum by Signora A. Cardinale-Topham. It is the product of the Chelsea factory at its zenith.

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that West Indian island to form a sanctuary for the greater bird-of-paradise, then in danger of extermination through a vogue in feminine fashions. Mr. Ingram found definite proof that the birds had established themselves there.

Tapestry of Ancient Times: No. II.—Coptic and Arab Work from Egypt.



COPTIC TAPESTRY, SHOWING SASSANID INFLUENCE, DATING FROM THE FIFTH TO SIXTH CENTURY A.D.: A FRAGMENT IN WOOL ON A WOOLLEN GROUND DESCRIBED AS "BORDER OF THE ROBE OF THAIS"—AN EXHIBIT FROM THE GUIMET MUSEUM, PARIS.

WE continue here the series of coloured reproductions from ancient tapestry (begun in our last issue) with further examples from the same exhibition in Paris held last spring at the Gobelins Museum. In that connection we quoted an article by the Director of the famous Gobelins tapestry works, M. F. Carnot, who explained that the exhibition assembled "the principal examples now dispersed among various museums in France and in special collections, with a view to establishing, if possible, the origin and chronology of the art." Referring to Egyptian work of the second century A.D., M. Carnot

[Continued on left.]

described a development which can be called the "Hellenistic period of tapestry," being probably executed for Greeks and from Greek designs. Then came the Coptic craftsmen, who adapted themselves to changing tastes and motives in design without always understanding them. Thus, in the fifth century, they were subjected to Persian, or—more correctly—Sassanid influence. Later another influence arose. After discussing products of the ninth and tenth centuries in Egypt, M. Carnot says of certain mural hangings: "Are they the work of Arab craftsmen, come to Egypt since the seventh century after the first Mussulman conquest? Be that as it may, we must recognise that under the Arab domination Egyptian craftsmanship attained a

[Continued on right.]



"A PERFECTION UNEQUALLED AT ANY OTHER EPOCH": A RELIC OF EGYPT'S MOST EXQUISITE TAPESTRY, UNDER THE ARAB DOMINATION; PART OF A VEIL, WOVEN IN SILK ON LINEN, OF THE TWELFTH TO THIRTEENTH CENTURY A.D. AN EXHIBIT FROM THE FRENCH MUSEUM OF DECORATIVE ARTS.



COPTIC WORK IN THE FOURTH CENTURY A.D. INFLUENCED BY THE "HELLENISTIC" TAPESTRY STYLE: A STRIP OF CARPET IN CURLED WOOL ON LINEN AN EXHIBIT FROM THE TEXTILE MUSEUM AT LYON.

perfection unequalled at any other epoch. Using a wool so fine that it was long mistaken for silk, interweaving gold thread and then real silk, in the eleventh century, the most sumptuous period of the Sultans of Cairo, the looms of Alexandria and Damietta supplied their masters by the thousand with wonderful veils adorned with superimposed bands of decoration, or, between lines of inscription to the glory of the Sultan or the Most High, spaced them with delicate medallions peopled with birds and gazelles. The art of tapestry has never excelled this charm and virtuosity." [See overleaf.]

HERE we give two further specimens of ancient tapestry that were shown at the exhibition in Paris mentioned on the preceding page, with other examples reproduced in colour, and relevant extracts from an article on the subject by M. F. Carnot, Director of the Gobelins factory, in whose museum the exhibition was held. In connection with our first instalment of coloured reproductions from these interesting exhibits, we quoted part of a passage from M. Carnot's article which also bears on the medallion shown in the lower illustration on this page. It will not, therefore, be out of place to give it in full, especially as he goes on to refer to the Christian elements in some Coptic tapestry which are represented here in the upper illustration. After a reference to the Coptic tapestry craftsmen in Egypt, and their adaptability to the prevailing taste of the day, such as the Greek or Roman, M. Carnot writes: "But another influence made itself felt throughout the eastern Mediterranean. This was the Asiatic influence; above all, Persian, or, rather, Sassanid. Harmonies of green and rose-red, or of blue and rose, foreshadowing the carpets of Asia Minor; pairs of animals confronted or back to back; slender flowerets—in all this there is nothing Hellenistic, still less Coptic; it is the grace of Iran already conquering the Græco-Roman world by the sovereign power of fashion. About the middle of the fifth century Sidonius Apollinaris speaks in his Epistles of 'tapestries representing Parthian bowmen, on horseback, hunting and drawing their bows towards the rear, in the taste of Ctesiphon.' That city was the Sassanid capital, and this classical *motif*, these birds or animals confronted in pairs beside a 'Tree of Life,' occurs in fragments found in tombs at Antinoë attributed to the sixth or seventh century. But are these tapestries really all of Coptic workmanship? Are not some of them, remarkable for

[Continued on right.



CHRISTIAN SYMBOLISM IN COPTIC TAPESTRY OF THE FIFTH CENTURY FROM EGYPT: A PANEL, IN WOOL ON LINEN, SHOWING TWO DOVES, CONFRONTED, ON THE RIM OF A EUCHARISTIC CHALICE—AN EXHIBIT FROM THE KÉLÉKIAN COLLECTION.



PARTHIAN HUNTERS ON HORSEBACK TURNING IN THE SADDLE TO SHOOT THEIR ARROWS TO THE REAR, IN THEIR TRADITIONAL MANNER: A COPTIC MEDALLION IN WOOL OF THE SIXTH-SEVENTH CENTURY, SHOWING SASSANID INFLUENCE—AN EXHIBIT FROM THE TEXTILE MUSEUM AT LYON.

their fineness and for power and vigour of design, works actually imported from Ctesiphon or other centres of Mesopotamian culture? Finally, we must not forget that, while they worked for Græco-Roman or Asiatic clients, the Coptic craftsmen wrought for themselves, more or less openly, tapestries of a Christian character and inspiration. Sleeves and tunic medallions are decorated with the anagrammatic or Constantinian cross, before the year 350; then with the Byzantine cross, and lastly with the *crux ansata* (cross with a handle), peculiar to the Coptic schism, in which the upper part is replaced by a kind of loop. In such decoration are also found scenes from the Old Testament. In the course of centuries, and under a succession of various influences, churches were decorated with tapestry panels symbolic of the Eucharist, with representations of devotees praying at the doors of sanctuaries, and with swastikas woven into the curled wool of carpets. One will find such designs persisting even into that obscure period, from the seventh to the tenth century, that reveals a gradual encroachment of Mussulman influences on the art of tapestry in Egypt. In the seventh century the imperial armies of Heraclius drove Chosroes from Egypt. With this revival of the Eastern Empire there seems to coincide, among the tapestry-weavers of Egypt, a style which might perhaps be termed Late Coptic."

TRAGIC MOMENTS IN SPAIN'S AGONY.



A GOVERNMENT DESTROYER SINKING UNDER A REBEL CRUISER'S GUNFIRE DIRECTED BY THE SEAPLANE OVERHEAD: A UNIQUE PHOTOGRAPH OF AIRCRAFT OPERATING AGAINST A WARSHIP IN A NAVAL ACTION.



A PRIEST (THE HELMETED FIGURE) CONFESSING ONE OF TWO SPIES WHO WERE ABOUT TO BE SHOT—THE OTHER (ALSO HANDCUFFED) VISIBLE IN THE BACKGROUND: A POIGNANT SCENE NEAR EIBAR.



THE TWO SPIES (CENTRE AND RIGHT), WHO WERE NOT LONG AFTERWARDS SHOT, UNDER ARREST: AN INCIDENT DURING AN ADVANCE NEAR EIBAR, A NORTHERN TOWN BETWEEN BILBAO AND SAN SEBASTIAN.

We give these Spanish war photographs as being specially remarkable for their dramatic character and poignant intensity. Unhappily, they are but typical of many similar tragedies—individual or wholesale—unavoidable in civil strife or any other form of warfare. A Gibraltar message of September 29 stated that the insurgent cruisers "Canarias" and "Almirante Cervera" had suddenly appeared in the Straits that morning and sunk the Government destroyer "Almirante Juan Ferrandiz" (seen in our illustration) and the armed trawler "Xauen," east of Europa Point. Previously, at dawn, the cruisers had engaged, off Tarifa, the Government destroyer "Gravina," which was heavily shelled and was last seen on fire, apparently sinking. Next day news came from Casablanca that the "Gravina" had arrived there badly damaged, with many of her crew wounded, and that twenty of the crew of the "Almirante Juan Ferrandiz" had been rescued by a French steamer, the "Koutoubia." Another report stated that forty of the destroyer's crew of 175 had been saved, but the rest had perished. Regarding the spies captured and shot near Eibar, we have no further information beyond that given under the photographs.

FRENCH REDS OFFICIALLY PROTECTED.

An attempt by the Parti Social Français (the former Croix de Feu) to prevent a Communist meeting being held on Sunday, October 4, in the Parc des Princes, outside Paris, failed. The Government banned a meeting of the Parti Social Français on the Friday and this led to Colonel de la Rocque, leader of the Parti Social, making an appeal for a counter-demonstration against the Communists, who, he alleged, were favoured by the Government. As a result, about twenty thousand police and Gardes Mobiles were stationed around the Parc des Princes and in the vicinity. The crowds were kept on the move and a gathering of 10,000 men of the Parti Social was dispersed by repeated police charges, resulting in several broken heads. In the afternoon some members of the Parti Social, posing as Communists, were allowed to pass through the police cordon and they attacked their opponents violently before being driven off. A pitched battle took place at the corner of the Boulevard Exelmans and the Rue d'Auteuil. On the whole, the police kept the situation well under control and the meeting took place as arranged.



HELD IN SPITE OF COUNTER-DEMONSTRATIONS FROM THE RIGHT: THE COMMUNIST MEETING IN THE PARC DES PRINCES, PARIS; WITH M. MARCEL CACHIN, MEMBER OF THE FRENCH SENATE, ADDRESSING THE IMMENSE GATHERING.



TWO DEMONSTRATORS RESISTING ARREST: A CHALLENGE MET BY THE STERNEST MEASURES—POLICE DISPERSING THE CROWD AND (RIGHT) A VICTIM OF THE CHARGE NURSING HIS HEAD.



NEAR THE SCENE OF THE WORST STREET BATTLE: POLICE AND GARDES MOBILES STATIONED AT THE VIADUC D'AUTEUIL—MEMBERS OF THE PARTI SOCIAL FRANÇAIS ON THE RIGHT.



THE BREAKING UP OF A WELL-KNOWN LINER: A STRIKING PICTURE OF THE PAIL OF ONE OF THE PRINCES OF THE "COLUMBIA."

The "Columbia," once a well-known American liner, is being broken up at D'neet, Louthpashire, in the yard of Messrs. MacLellan. The "Columbia" formerly belonged to the Atlantic Transport Co. and was used for pleasure cruises. Before that she was owned by the Red Star Line, and was called the "Belgenland." She was a triple-screw vessel of 27,152 tons.



THE ANIMAL OF THE WEEK (BEGINNING OCTOBER 11) AT THE ZOO: HARDWICK'S CIVET, FROM MALAYA—A RARE SPECIES MENACED BY EXTINCTION.

The civets belong to one of the main groups of Carnivora, along with the genets and mongooses. They are nocturnal animals, closely related to the cats. From them is obtained the perfume civet, produced in a special gland. Hardwick's Civet is one of the most beautiful and strikingly marked members of the family, and one of the rarest, for in a few years it may be extinct. It inhabits the Malayan peninsula, and the islands of Borneo and Sumatra.



A NEW ARRIVAL AT THE LONDON ZOO: MOLLOCK, THE SIBERIAN TIGER BROUGHT FROM THE MOSCOW ZOO, USUALLY BEING OVERLOOKED AT HIS MEALS.

This fine specimen of a Siberian tiger was one of many animals recently brought from Moscow by Dr. G. M. Ververs, Superintendent of the London Zoo, in exchange for a collection he took from Regent's Park. It is the first of its kind exhibited here since the death of a pair presented by the Duke of Bedford in 1906. Siberian tigers are the largest and most valuable of the great cats, much bigger than Indian tigers, with longer and rougher hair.

THE ABNORMAL SIDE OF LIFE: PICTORIAL RECORDS REMARKABLE IN VARIOUS WAYS AS DEVIATIONS



A NEW DEVICE FOR DEEP-SEA FISHERMEN WHO LIKE TO MOVE ABOUT AND TAKE EXERCISE WHILE AT THEIR SPORT! THE "HYDROCYCLE," WHICH IS PROPELLED ON THE WATER BICYCLE-WISE. The "hydrocycle" is described as a coast-going device, propelled by a paddle-wheel, and operated like a bicycle. It was invented by an American sportsman. It is said to be capable of traveling at 10 m.p.h. and to be sea-worthy.



MOVING AFTER SIXTY YEARS' SERVICE AT CHARING CROSS: THE LONDON FIRE BRIGADE PIER TOWED DOWNSTREAM FOR REPAIRS.

For sixty years the London Fire Brigade pier has been a familiar sight in the Thames at Charing Cross. It has now been decided that, after necessary repairs and alterations have been effected, it will carry service at the new headquarters of the brigade on the Albert Embankment. There was a delay of five hours, owing to the strength of the tide, before the pier could be taken in tow to Surrey Commercial Docks.



A SPANISH ARMADA GALLEON BUILT AT AN ENGLISH VILLAGE: A REALISTIC VESSEL CONSTRUCTED FOR THE NEW FILM "FIRE OVER ENGLAND."

The unusual phenomenon of a Spanish galleon and other ships of Armada days, built inland at an English village, has occurred in the studios of London Film Productions Ltd., at Denham, near Uxbridge. These picturesque vessels form sets for realistic and spectacular battle scenes in the new historical film, "Fire Over England," based (as noted in our last issue) on the well-known story of that name by A. E. W. Mason. The screen play is the work of Clemence Dane and Sergei Nolbandov. The producer

OF RECENT OCCASIONS AT HOME AND ABROAD FROM THE ORDINARY COURSE OF THINGS



A LIGHT-WEIGHT TRACTOR THAT GUIDES ITSELF: THE MACHINE, WHICH WAS RECENTLY DEMONSTRATED AT HAMMONDSWORTH AGRICULTURAL SHOW, PLOUGHING A FURROW WITHOUT A PLOUGHMAN AT THE HANDLES. A description of this remarkable tractor, which was demonstrated at the Hammondsworth Agricultural Show, states that it guides itself, and will continue ploughing a furrow even if the operator releases his hold. The engine also assists the ploughman in steering.



WHEN HIGH FINANCE DICTATES A MOVEMENT OF GOLD: THE PRECIOUS METAL BEING PUT IN A CARRIER'S CART CASUALLY, WITHOUT FUSS AND FLURRY.

The recent currency readjustments on the Continent have produced important gold movements and brokers in the City have been busy handling large consignments of precious metal. The movement of gold in the City is a surprisingly prosaic business. The bars are loaded on to the floors of horses and carrier vans, whose last freight may well have been fish or other goods. There is no armed guard and the inputs are not even wrapped up!



PREPARING TO DEFEAT THE ARMADA AT DENHAM, MIDDLESEX: ARRANGING ONE OF THE BIG BATTLE SCENES AT THE LONDON FILM PRODUCTIONS STUDIOS.

is Erik Pommer. Among the leading members of the cast are Flora Robson as Queen Elizabeth, Raymond Massey as King Philip of Spain, and Laurence Olivier as Michael Inghyby, the hero of the tale. It was stated that some of the naval scenes would be taken in Cornwall and the English Channel. Other settings include rooms in the Queen's palace, the courtyard of the palace, and a military camp scene at Tilbury in which over a thousand performers take part.



A GLORIFIED BARREL IN WHICH, IT IS STATED, AN ATTEMPT WILL BE MADE TO CROSS THE ATLANTIC: A FANTASTIC AMERICAN CRAFT.

A correspondent writes of the above photograph: "This weird-looking craft, a large, iron-bound oak barrel, is seen shortly after it was launched at Buffalo, N.Y. The owner, after navigating it to the Cleveland Exhibition, will set sail for Southampton, England, next month. The bundles on the sides of the barrel are of cork to keep it on an even keel. It has a keel, a rudder, and a sail."



MAN ALTERS THE FACE OF NATURE: LAKE MEAD, 100 MILES LONG, BROUGHT INTO BEING BY THE BOULDER DAM ON THE COLORADO RIVER.

The completion of the great Boulder Dam on the Colorado River, on February 1, 1935 (illustrated in our issues of Feb. 23 and Nov. 23, 1935) formed a lake (expected to be 115 miles long) named after Dr. Elwood Mead, late Commissioner of Reclamation. It will supply water, by a 270-mile aqueduct, to coast towns of Southern California, irrigate a million acres of arid land, and provide electric power. The dam is one of the greatest engineering schemes ever undertaken.



AFTER SOUND AND COLOUR—SMELL, AS A NEW AID TO FILM REALISM: AN ODOURING MACHINE (EXHIBITED IN LONDON) AND ITS INVENTORS.

Films in future may possibly appeal to the nose as well as the eye and ear. A note on this photograph states that it was taken at the International Exhibition of Inventions at the Central Hall, Westminster, and shows "Mr. C. Rowley (left) and Mr. P. A. Warner, of Coventry, the unemployed inventors of an odouring machine for providing the appropriate smells for talkie films. The device emits and withdraws the scents in synchronisation with the film sound-track."

THE NEW GERMAN NAVY: A POWERFUL FORCE WHICH "HAS SHAKEN OFF THE CHAINS OF VERSAILLES."

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY DR. OSCAR PARKES, O.B.E., M.B.



INCLUDING THE RECENTLY LAUNCHED 26,000-TON BATTLESHIP "SCHARNHORST" AND HER SISTER SHIP "GNEISENAU," EXPECTED SOON: A CONSPECTUS OF GERMANY'S FLEET IN THE NEAR FUTURE.

This panorama of the present German Navy is of special interest in view of the launch, at Wilhelmshaven on October 3, of the new 26,000-ton battleship "Scharnhorst." In naming her, the German War Minister, Field-Marshal von Blomberg, said: "Our navy has shaken off the chains of Versailles. . . . It is the first big German battleship built since the war." A sister ship, the "Gneisenau," will be launched a few weeks hence. "Since the repudiation

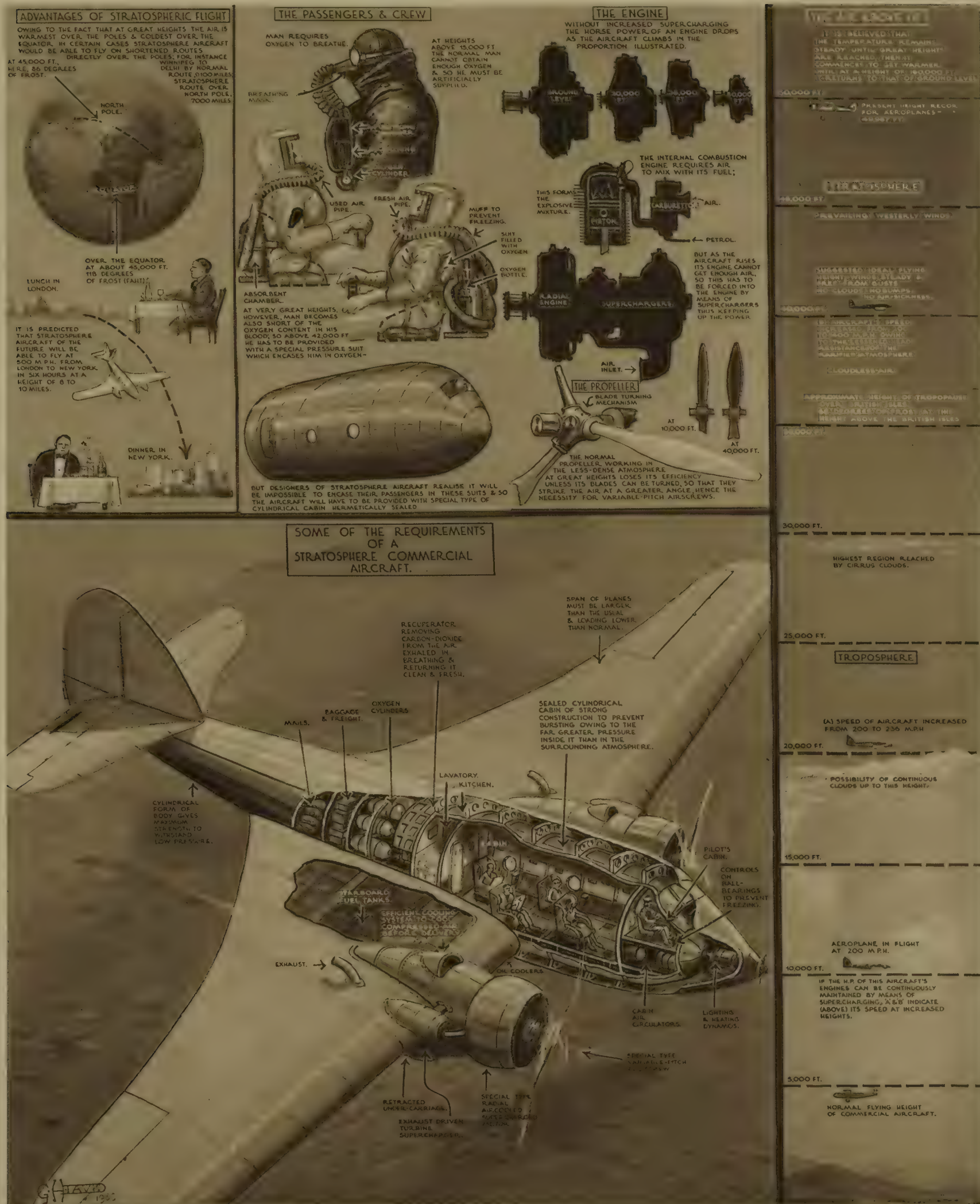
of the Versailles Treaty," writes Dr. Parkes, "the German Navy has been so developed as to give the maximum of fighting efficiency on the minimum of tonnage. Although in types of ships other than submarines its strength is fixed at 35 per cent. of our own Fleet, its U-boat tonnage allows considerable latitude, and already more boats are under construction than were recently announced. The first 20 are small but very useful craft of only

250 tons, designed for training personnel; 6 of 500 tons are also completed and 2 of 750 tons, making 28 for the programme. But boats numbered to 'U 36' will be ready soon. Consequently, our own anti-submarine measures must be drastically increased. The new 26,000-ton battleships mount nine 11-in. guns. As we shall mount 14-in. guns in our new battleships, the German guns may seem light, but weight of metal has been reduced to

allow for more extensive protection and high speed. The cruisers 'G.', 'H.', and 'J.' will be of 10,000 tons and carry eight 8-in. guns. Sixteen big destroyers are completing. At present the backbone of the Fleet consists of the light battleships 'Deutschland', 'Von Spee', and 'Admiral Scheer', with the cruisers 'Nürnberg', 'Leipzig', and 'Emden'. An aircraft-carrier is provided for this year. The drawing shows her in a general way only."

COMMERCIAL STRATOSPHERE FLYING: LONDON—NEW YORK IN 6 HOURS.

Drawn by our Special Artist, G. H. Davis; with the Assistance of Experts.



TRAVEL IN THE STRATOSPHERE, A REGION PENETRATED BY SQUADRON LEADER SWAIN WHEN HE CLIMBED TO OVER NINE MILES AND BROKE RECORD: COMMERCIAL ADVANTAGES OF FLIGHT AT GREAT HEIGHTS; AND DIFFICULTIES.

The recent R.A.F. record-breaking ascent into the stratosphere (illustrated last week) has concentrated attention on the possibilities of commercial flying in that region. On this page we depict some of the advantages of stratosphere flight and the chief obstacles which would be encountered. The advantages are, briefly, a permanently cloudless sky with extraordinary visibility, steady winds, and no "bumps" (so that air-sickness would be unknown). Above all, the rarefied atmosphere up there would offer so little resistance that very high speeds might be attained. Finally, there would be no objection to flight over polar regions. The stratosphere, strange to say, is warmer over the Poles than it is over the Equator. Disadvantages are, first, the difficulty of supporting life at those heights. Not only must oxygen be supplied, but the pressure must be maintained round

the human body. Professor C. T. R. Hill, lecturing to the Royal Society of Arts on the subject of stratosphere travel, explained the matter in the following words: "It is absolutely necessary to avoid putting the pressure inside a man without putting it outside. He must have the pressure inside to get the oxygen into his blood, and he must simultaneously have it outside to prevent his bursting; quite a small excess of pressure inside is fatal." It will be recalled that Squadron Leader Swain wore a special pressure suit for his high-altitude flight. In a commercial stratosphere aeroplane the passengers might all be carried in a pressure cabin. Other obstacles to commercial stratosphere flight are presented by the difficulty of keeping up the efficiency of the engines; maintaining the supply of fuel and lubrication; and cooling.

PERSONALITIES OF THE WEEK: PEOPLE AND THINGS IN THE PUBLIC EYE.



THE WINNERS OF THE PORTSMOUTH-JOHANNESBURG AIR RACE: MR. C. W. A. SCOTT (LEFT) AND MR. GILES GUTHRIE WITH THEIR MACHINE.

Mr. C. W. A. Scott and Mr. Giles Guthrie (a Cambridge undergraduate) won the Portsmouth-Johannesburg air race in a Percival Vega Gull. They covered the 6154 miles at an average speed of 123 m.p.h. They landed at 11.34 a.m. on October 1, 2 days 4 hours and 56 minutes after leaving England. Mr. Pirow, South African Defence Minister, and Mr. Schlesinger, giver of the prizes in the race, welcomed them.



SIR OSWALD MOSLEY'S NEW TYPE OF UNIFORM: THE FASCIST LEADER REVIEWING WOMEN FASCISTS ON THE OCCASION OF THE PROPOSED FASCIST EAST-END MARCH.

Sir Oswald Mosley appeared in a new type of uniform for the proposed Fascist march in the East End on October 4. This is described as consisting of a black military-cut jacket, grey riding-breeches and jackboots, a black peaked cap, and a red and white armband indicative of "action within the circle of unity." Many of the Fascists wore a similar uniform. Scenes which occurred at the proposed Fascist march are illustrated on page 635.



TRINIDAD'S NEW GOVERNOR INSTALLED: SIR A. G. M. FLETCHER INSPECTING TROOPS AT PORT OF SPAIN.

Sir A. G. Murchison Fletcher, the new Governor of Trinidad, was welcomed at Port of Spain on September 17 and formally sworn in as Governor of the Colony. Notable people who greeted his Excellency and Lady Fletcher included the Chief Justice, Sir Charles Belcher, and Colonel A. S. Mavrogordato, Inspector-General of the Constabulary and Commandant of the Local Forces.



MR. A. A. SOMERVILLE, M.P. FOR WINDSOR: THE PORTRAIT BY MR. LANDER PRESENTED TO HIM BY HIS CONSTITUENTS.

It was arranged that this admirable portrait by that well-known artist Mr. John St. Helier Lander, R.O.I., should be presented to Mr. A. A. Somerville at a ceremony to take place at Maidenhead Town Hall on October 9. The frame bears an inscription commemorating this gift by Mr. Somerville's constituents in the Windsor Division of Berkshire.



THE CIPHER OF KING EDWARD VIII. ON A UNIFORM—PHOTOGRAPHED AT THE ELECTION OF THE CORONATION LORD MAYOR OF LONDON.

The election of Sir George Broadbridge as Lord Mayor of London for Coronation Year was illustrated and described in our last issue. It was interesting to see, at this ceremony, the cipher of the new King on some of the uniforms.



MR. SEAN LESTER.

League High Commissioner for Danzig. Promoted to the post of Deputy Secretary-General at Geneva, Sept. 30. Nazi opposition to Mr. Lester, who continued to fulfil his duties at Danzig with great fairness and scrupulousness, had made his position very trying.



SIR PERCIVAL CLARKE.

Chairman, County of London Sessions, since 1932. Died October 5; aged sixty-four. Called to the Bar by Lincoln's Inn, 1894. Elected to the General Council of the Bar, 1900. Treasury Counsel, Central Criminal Court, 1912. Senior prosecuting counsel to the Crown, 1928.



GENERAL GOEMBOES.

Prime Minister of Hungary. Died October 6; aged forty-nine. His political sympathies were known to be with Fascist Germany and Italy; and his opponents accused him of being a "Nazi." Served in the Austro-Hungarian Army during the war and was wounded.



DR. A. J. BUTLER.

The well-known scholar and antiquary. Died October 4; aged eighty-six. Fellow of Brasenose College for fifty-nine years, and Fellow of Eton (1909-34). Served for many years on the Oxford Local Board and Oxford City Council.



MISS PAM BARTON.

The nineteen-year-old British golf Champion who won the American Women's Amateur Golf Championship on October 3. She beat Mrs. Orcutt Crews by four and three. The first woman player to win both the American and the British titles since 1909.



MAJOR CONINGSBY DISRAELI.

The nephew of Lord Beaconsfield, the great statesman, and the last of his near male relatives. Died September 30; aged sixty-nine. M.P. (Con.) Altrincham Division, Cheshire, 1892-1906. Recently sold Hughenden Park to the High Wycombe Corporation as a pleasure-ground.



THE DISASTER WHICH MARRED THE PORTSMOUTH-JOHANNESBURG AIR RACE: CAPTAIN FINDLAY (LEFT) AND MR. MORGAN (RIGHT); KILLED IN A CRASH AT ABERCORN.

Captain Max Findlay and Mr. Ken Waller (seen in the centre), who stood an excellent chance of being second in the Portsmouth-Johannesburg air race, crashed at Abercorn, Northern Rhodesia. Captain Findlay and Mr. A. H. Morgan, the wireless operator, were killed; the two others in the aeroplane were hurt. The crash occurred while they were taking off.

—GRACE LINE—

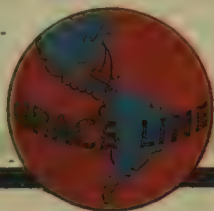


THE OUTDOOR, TILED SWIMMING POOL ON A NEW GRACE "SANTA" LINER, PHOTOGRAPHED AT NIGHT

American Cruises

Fast ships and frequent sailings now make it possible for travelers from Europe to visit New York while en route to South America without extra cost. Through tickets are issued by all trans-Atlantic steamship lines and connections are made in New York with the weekly service of the Grace Line to Panama, Colombia, Ecuador, Peru, Chile, and the Argentine (via Valparaiso and Pan American-GRACE Airways to Buenos Aires). Special all-expense cruises in cabin, first class and de luxe ships, to Lima, Peru; to Cuzco, Lake Titicaca, the Land of the Incas and the interior of Peru; to Valparaiso and Santiago, Chile; and to Colombia, Panama and Havana.

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WHY THE FASCIST MARCH WAS BANNED:

DISORDER AMONGST THOSE WHO OPPOSED THE PROPOSED PROCESSION THROUGH STREETS OF THE EAST END.



"BAR THE ROADS TO FASCISM": POLICE DEMOLISHING A BARRICADE (INCLUDING AN OVERTURNED LORRY) SET UP IN AN EAST END STREET BY ANTI-FASCISTS.

AT AN ANTI-FASCIST BARRICADE IN CABLE STREET, E.C.1, WHERE THE I.L.P. AND THE COMMUNISTS HAD PLANNED A MEETING: THE CROWD, WITH STONE-THROWERS AMONG THEM, SCATTERED BY THE POLICE.

THE proposed march of Sir Oswald Mosley and 7000 members of the British Union of Fascists to four points in the East End did not take place on Sunday, October 4. What happened is well explained in the police report. "... Prior to the arrival of Sir Oswald Mosley, disorder broke out among those who had collected to oppose the Fascist march and resulted in a number of arrests. In view of the very large crowd, the Commissioner of Police of the Metropolis decided that the procession through the East End should not be permitted, owing to the great likelihood of further breaches of the peace. The Fascist procession, therefore, was escorted by police along the Embankment to the Temple Station, where it dispersed. A portion of it re-formed and caused minor disorders in Trafalgar Square and the Strand." Over 100,000 people had assembled in the East End. Over 80 persons, including 15 police, were injured. There were 84 arrests.



A FEW OF THE 100,000 DEMONSTRATORS AGAINST THE FASCIST MARCH: THE DENSE CROWD AT THE JUNCTION OF ALDGATE AND COMMERCIAL ROAD.



A MAN TAKEN IN CHARGE AND CARRIED OFF BY POLICE HOLDING HIS LEGS AND ARMS: ONE OF THE 84 ARRESTS DURING THE OPPOSITION TO THE FASCIST MARCH.



"DISORDER BROKE OUT . . . AND RESULTED IN A NUMBER OF ARRESTS": FOOT POLICE TAKING A MAN TO THE STATION WITH A STRONG ESCORT OF MOUNTED POLICE.

The World of the Theatre.

By IVOR BROWN.

HOLDING UP THE MIRROR.

AN eternal difference of taste and opinion exists in the theatre as to the nearness with which drama should approach life. Art is not imitation only; the schoolboy knows how to rebut that fallacy. But art inevitably includes imitation, since it holds up the mirror to Nature, and the question continually arises as to how far the simulation of the actual should go in the presentation of what is supposed to be imaginative work. How close, in other words, should the mirror be held to the object of representation? How much detail should it record; and with what degree of accuracy?

The realistic theatre—i.e., one which closely imitates life as we know it—is very much a creation of our own time. It was of great value as a protest against a routine pursuit of unreal, tawdry, tiresome things, bogus romanticism in theme, dreadful "theatrical" language in dialogue, and flashy tricks of production. But it is continually asserted by the dramatists and theorists of the Left Wing that this kind of realism is now played out and that people are hungering for something more fanciful and more colourful. We must be self-assertive on our own account and not just mirror the social scene.

How is that claim justified by the autumn's productions? The revival of Mr. T. S. Eliot's "Murder in the Cathedral," at the Mercury Theatre, after its summer holiday, proves the loyalty as well as the number of those who feel the need of poetry in the theatre. The Mercury is a very small playhouse, and it would take about a fortnight, I suppose, for the Mercury to contain as many playgoers as are to be found at one performance of "Careless Rapture" at Drury Lane. Mr. Ashley Dukes may soon think fit to try "Murder in the Cathedral" at a full-sized West End theatre, and perhaps he is wise. Anyhow, its popularity at Notting Hill is to be taken as a sign of the times. Mr. T. S. Eliot and Mr. Dukes might not like to be called the "Men Who Make Poetry Pay," but they are earning the title.

Then in the same week there have been two productions of Restoration pieces which are certainly not drab or realistic. Both in Wycherley's "The Country Wife" (Old Vic) and Vanbrugh's "The Provoked Wife" (Embassy) the colouring is hard, the emphasis vehement, and the picture of topical character is made with the force which belongs more to the art of cartoon than to the craft of photography. Actors like this kind of play because they can really let themselves go; there is no need to file down the sharpness of their art to the bluntness of everyday life. The Brutes and Fidgets of these plays are larger than life in their brutishness and their fidgeting, and the producer need not continually tell the actor to tone it down, because people don't do these things. In pieces of this kind the player has more freedom of invention. The actualities are not always at his elbow, endeavouring to cramp his style.

It is worth noticing that one of the autumn's most popular modern plays, "Mademoiselle," at Wyndham's, contains two characters who have the vividness, the gay unpleasantness (if those two words can be united), the mischief, and the rudeness of Restoration comedy. They are a successful French barrister, vain, egotistic, and clever, and his gadabout wife, who is vain, egotistic, and silly.

thing happened at all, I am going to show you exactly how it must have happened."

"Follow Your Saint," by Miss Lesley Storm, was, on the whole, a fairly tall story; no taller than many which make successful plays, but combining the good elements which we associate with melodrama. The question thus arises whether tall (or fairly tall) stories are best subjected to the careful trimming and pruning of realistic production. There were at the Queen's Theatre some admirably realistic performances, ranging from Mr. Geoffrey Keen's picture of calf-love—or rather, of calf-adoration—to Mr. Nicholas Hadden's slow-awakening rage as a cheated husband, Mr. Francis Lister's smiling villainy as the cuckoo in the nest, and the banked fires of Miss Edna Best's acting as the wife whose lightness of love produced murder, blackmail, and falsehood of all kinds.

The realistic method of rendering this piece had certain advantages for a West End theatre. It might persuade the patrons that they were watching "a contribution to modern drama," a genuine study of psychology in terms of acting, not a magazine story which had been transferred to the stage. But it is at least arguable that it might have proved more effective and popular if the acting had been frankly toned up to the unlikeliness of the theme and the whole presented



"CARELESS RAPTURE," AT DRURY LANE: THE FESTIVAL OF THE MOON AT FU-CHIN; ONE OF THE AMBITIOUSLY REALISTIC SCENES IN A DRAMA WHICH MAINTAINS THE DRURY LANE TRADITION OF LAVISH SPECTACLE.

"Careless Rapture" includes a wonderfully realistic scene of Hampstead Heath during a fair, with a number of roundabouts; a scene of an earthquake; and displays of large-scale realism such as that seen here. The piece was devised, written, and composed by Ivor Novello, and produced by Leontine Sagan.

These two maintain a continual flow of mutual criticism, banter, and abuse which is really most amusing. It is not life-like; but it is salty, vigorous comedy, abounding in the retort discourteous. Now this piece was produced by Mr. Noel Coward, and he took the risk of letting realism go and of letting these characters rip.

While the rest of the play is driving at reality—and pathetic reality, too; it is a relentless study of a particular kind of feminine repression—these two, who are brilliantly impersonated by Mr. Cecil Parker and Miss Isabel Jeans, keep up their mutual attack with the speed and dash of fast volleying at tennis. I wrote of Mr. Coward taking a risk because obviously the emphatic artificiality of the comedy might clash with the quiet realism of the more sombre theme. Clash it does, but the clash is so far from being fatal that the play has proved enormously popular. I should attribute a good deal of its popularity to the fact of the frankly theatrical and highly coloured treatment of the comedy episodes. Here, as in Restoration Comedy, the players can develop a "humour" without having continually to ask themselves whether it is being overdone. They draw a bow at a venture, pull the bowstring as hard as they can, let fly—and hit the target.

"Follow Your Saint," at the Queen's (now withdrawn), was given a realistic production by Mr. Basil Dean, who was trained in the naturalism, which was then novel and almost revolutionary, of the Northern Repertory Theatres, and perfected his realistic technique in his work at the St. Martin's Theatre on plays of modern life by Galsworthy, Miss Clemence Dane, and others. Mr. Dean followed his usual method of fidelity to probable fact in this play. He seemed to be saying to himself: "If this



IVOR NOVELLO AND DOROTHY DICKSON IN "CARELESS RAPTURE," AT DRURY LANE: THE HERO AND HEROINE OF THIS SPECTACULAR MELODRAMA IN A DELIGHTFUL CHINESE BALLET.



GRACE MOORE IN A NEW FILM, "THE KING STEPS OUT," AT THE REGAL: THE FAMOUS SINGER AS CISSY, WITH HER LOVER, THE EMPEROR FRANCIS JOSEPH OF AUSTRIA (FRANCHOT TONE).

The story of this film has an historical basis, in as far as the Emperor Francis Joseph did, in fact, make a love match with a Wittelsbach princess, afterwards the beautiful and romantic Empress Elizabeth. Melodies by Fritz Kreisler gave Grace Moore wonderful opportunities to display her great gifts.

unashamedly as "a piece of theatre." There is always the danger that a naturalistic performance, seeking to preserve the lineaments of life as we know it, may defeat its own purpose of entertainment by becoming altogether too life-like. It is a sensible ambition to avoid the old kind of theatrical flourish and bravura; but modesty of method can be so overdone as to become mere dullness.

The realist has to face the criticism of the man who said "Life is there. Why copy it?" and also the verdict of the young fellow who stood outside a repertory theatre and said to his girl: "Don't let's go in there. It's just like being at home." I do not defend a wild theatricalism, a riot of romantic "tushery," a hotch-potch of thrills and screams. That is not my idea of theatre. But, as a student of taste, I surmise that the public appetite for life-like acting, muted and moderated to the pattern of everyday speech and conduct, is beginning to dwindle. The mirror theory of drama has less attraction, and the time may have come when the actor can assert himself more strongly without risk of rebuke from his producer and with every prospect of being approved by his public. One thing has been noticeable this autumn: a general and welcome tendency to be easily audible. There was no defence for the realism which forbade the raising of voices lest the effect of a domestic conversation be lost.

BOUDIN'S RISING POPULARITY: A MASTER OF BEACH SCENES.

REPRODUCTIONS BY COURTESY OF MESSRS. ALEX. REID AND LEFEVRE, LTD.



"HONFLEUR À MARÉE BASSE"; DATED 1873.
(14×23 in.)



"BATEAUX ECHOUÉS"; DATED 1879.
(33½×59½ in.)



"MEUSE À DORDRECHT"; DATED 1882.
(46½×62½ in.)



"PLAGE DE TROUVILLE"; DATED 1868.
(11½×19½ in.)



"TROUVILLE, LA POTINIÈRE"; DATED 1867.
(8×13½ in.)

An exhibition of paintings by Eugène Boudin and some of his contemporaries is now open at the galleries of Messrs. Alexander Reid and Lefèvre. The illustrations on this page are confined to the work of Boudin (1824-1898). A number of pictures by his great contemporaries are reproduced elsewhere in this issue.

Boudin, a "little master" of the nineteenth century, stands in something the same relationship to Corot as Wilson to Gainsborough, or Perugino to Raphael. That his charm is now fully appreciated is shown by the prices of his pictures. Recently, £1200 was paid for his "Trouville, Plage, Figures et Cabanes."

THE GROWING VOGUE OF THE DELACROIX, COROT, MANET, TOULOUSE-LAUTREC, GAUGUIN,



"VILLAGE AU BORD DE LA MER"; BY JEAN-BAPTISTE COROT (1796-1875).
Lent by Mr. le Baron Napoléon Gouraud. (18×22 in.)



"LA DÉRÂCLE DE LA SEINE À MARLY"; BY A. SISLEY (1839-1899).
Lent by M. Alfred Lindon, Paris. (51×22 in.)



"WOMAN AT A WINDOW"; BY EDGAR DEGAS (1856-1917).
Lent by Home Hour, Courtauld Institute of Art. (24×18 in.)



"PORTRAIT OF HENRI HUGUES"; BY EUGÈNE
DELACROIX (1798-1863).



"LA LISEUSE"; BY HENRI DE TOULOUSE-LAUTREC
(1864-1901).

Lent by Mr. S. A. Lewicki. (27×24 in.)



"L'ESTAQUE À TRAVERS LES ARBRES"; BY PAUL CÉZANNE (1839-1906).
Lent by Mr. Kenneth Clark. (61×55 in.)



"L'ENLÈVEMENT DE RÉBÈCCA"—A SCENE FROM SCOTT'S "IVANHOE"; BY DELACROIX.
Lent by the Louvre. (59×32 in.)

The Exhibition of Masters of French Nineteenth-century Painting (organised by the Anglo-French Art and Travel Society) was opened at the New Burlington Galleries on October 1 and remains open until the 31st. It would be hard to overestimate its interest and importance. In all, some sixteen famous artists are represented, from Ingres to Cézanne, but space only permits of our

reproducing a handful of the more outstanding pictures. Of the two Corots seen here, "Honfleur" was painted about 1830 and shows traces of his earlier "topographical" manner in its directness; the other dates from 1870. In it the scene has been handled in a much more lyrical and less matter-of-fact way. Sisley was born in Paris of English parents, and is thus in a sense

REPRODUCTIONS BY COURTESY OF THE NEW BURLINGTON GALLERIES

NINETEENTH-CENTURY FRENCH PAINTERS: CÉZANNE, AND VAN GOGH AT THE NEW BURLINGTON GALLERIES.



"LE RUISSEAU DANS LE FORÊT," BY COURBET (ABOVE, LEFT); AND "PORTRAIT OF M. AND MME. AUGUSTE MANET" (RIGHT), BY MANET.
Lent, respectively, by a Private Owner, and M. and Mme. E. Rouart.



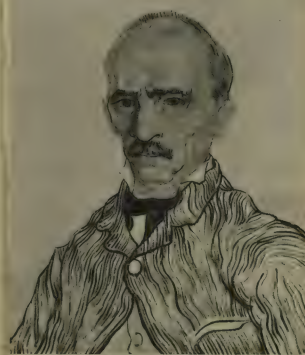
"L'APPEL"; BY PAUL GAUGUIN (1848-1903).
Lent by Messrs. Wülfenstein. (51×55 in.)



"LE PORT DE GRAVELINES," BY SEURAT (1859-1892)
(ABOVE, LEFT); AND "HONFLEUR," BY COROT
(ABOVE, RIGHT).



Lent by M. Rolf de Maré and Mme. E. Staub-Torlinden, respectively.



"PORTRAIT DU SURVEILLANT DE LA MAISON DE SANTÉ";
BY VAN GOGH.—(Lent by Mme. G. Dübé.)



"MADEMOISELLE G. AU RUBAN BLEU"; BY RENOIR.
From a Private Collection. (165×121 in.)



"LE GAMIN AU CHIEN"; BY MANET.
From a Private Collection. (55×38 in.)

the English representative of Impressionism. It may be recalled that Impressionism owed a considerable debt to England through Constable and Turner. A French critic of Sisley has written: "His palette is of an exquisite freshness, a characteristic in which the English origin of the artist plainly appears." The Gauguin, "L'Appel," dates from the end of his

life, and the sad days after his final settlement in the Marquesas. Van Gogh's portrait of the Superintendent of the hospital was painted during that unhappy painter's sojourn at Arles. Gauguin visited him there, but left when Van Gogh tried to murder him. Shortly afterwards Van Gogh went into an asylum, and there painted the portrait of the doctor in charge.

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A PAGE FOR COLLECTORS.

SMALL THINGS OF CHARM AT GROSVENOR HOUSE.

By FRANK DAVIS.

buy at the same price as he sells! Fig. 1 (left) is quite uncommon, and to my mind by far the most beautiful. It is also, not unnaturally, the most expensive—£13 10s. Queen Anne—and what a simple,

and would be an admirable shape if they were not shown next to those first mentioned. They have an easy simplicity about them, and no nonsense. By no means rare—price, £3 10s. The middle pair date from

WHILE we do not make a cult of it as do those Japanese who still hold to the ancient ways, most of us prefer our tea to be served with reasonable ceremony. Without going so far as to assert that such a preference is the infallible mark of an advanced civilisation, we can at least persuade ourselves that it denotes a capacity for toleration: one does not quarrel very easily as firelight gleams upon a silver teapot and the subtle aroma of a fine Orange Pekoe steals insidiously upwards to the brain. Infuse for five minutes, said the late Mr. Arnold Bennett—neither more nor less, for there is in these matters a proper conjunction of time and event and all tea-makers should own stop-watches. Sugar? No? Yet there must be among the table implements a filled bowl and the appropriate tongs. A minute detail this last, and not always easy to discover: if one has nice tea-things, it is a pity to spoil them by incongruous minor utensils. Thus my thoughts as I fingered a clumsy, pretentious pair of sugar-tongs in a hotel lounge. No, *that* sort of thing wouldn't do: what could be found at the super-excellent bazaar known as the Antique Dealers' Fair at Grosvenor House? I was familiar with the various types that appealed to our ancestors, and I thought it would be interesting to find out exactly what they were worth at current prices. Sugar-tongs are by no means rare. Indeed, I suppose there must be thousands of



1. A GROUP OF OLD ENGLISH SILVER SUGAR-TONGS: A FEW OF THE THOUSANDS OF CHARMING OLD THINGS AT THE ANTIQUE DEALERS' FAIR WHICH ARE WELL WITHIN THE REACH OF MODEST PURSES.

On the left is a pair of Queen Anne tongs; next to these a George II. pair, of scissors type; the next date from about 1760; the next are late George III.; and those on the right are a pair dating from the end of the century.—[Reproduced by Courtesy of Messrs. Crichton.]



2. A TREASURE TWO-AND-A-HALF MILLENNIUMS OLD THAT WOULD GRACE ANY MODERN ROOM: A BRONZE EGYPTIAN CAT-STATUETTE. (HEIGHT, 2½ IN.)



3. AN ANCIENT GREEK DOG-LOVER OF ABOUT 450 B.C.: A LEKYTHOS DECORATED WITH A FIGURE OF A YOUNG MAN AND HIS CANINE COMPANION.

eighteenth-century specimens in daily use, but when one particularly wants a certain sort it is odd how elusive they can be. There are various permutations and combinations of these shapes, either more or less efficient and easy to live with, but these five can be taken as the main types. Incidentally, they provide in themselves a miniature history of social change, from which you can, with a little imagination, deduce the whole story of English taste throughout a hundred years. Prices, by the way, are those asked; remember, please, that dealers have to make a profit or go out of business—extraordinary what a lot of people expect a dealer to

easy, well-bred taste! I always judge the excellence or otherwise of the form of a small object by imagining it enlarged about ten times. Put these sugar-tongs to that severe test and you still have a first-class thing: enlarge a Holbein miniature in the same proportion, and you still have a miraculous picture. Play a similar trick on other artists and on, shall we say, the tongs in the centre, and you arrive at a different verdict. However, people won't be content with perfection. It is just as well, for if craftsmen never experimented we should still be living in caves and eating with our fingers. One *must* move or ossify completely, and even a hearty vulgarity in design may be preferable to a rigid imitation of the past. In the matter of sugar-tongs and such-like objects, England descended pretty far into the depths during the 1830's and 40's.

The tongs second from left also have their points,

about 1760. The pierced work of the period is good—sometimes admirable. It was a fussy moment in furniture and all household appurtenances, and this is a fitting companion to an elaborately chased teapot. Price, £2 10s. The next pair of sugar tongs, about the end of the century, could scarcely be more simple—and hardly cheaper, 15s. Turned out by the thousand, of course, and to my way of thinking preferable to the agreeable pair on the right, another variation of the scissors type. This last, £4.

Odd, by the way, how the best things never seem to happen together. Who was painting in England when dignified Queen Anne houses and sugar-tongs that were minor masterpieces were being produced? Sir Godfrey Kneller, an excellent painter indeed—but not quite in the same class as Reynolds, Gainsborough, and others who were active when the tongs in the middle were made. And what sort of furniture was being manufactured in France (and England too) between, say, 1865-1885, when Cézanne, Manet, Renoir were struggling against purblind incomprehension? The gods are lavish of their gifts, but scatter them haphazard.

So much for English sugar-tongs and their prices. I wandered round the exhibition and remembered that tea-tables can only be complete if there is a cat in the near neighbourhood—preferably a cat as well bred as the silver on the table. There were a certain number of animals for sale, including one from China (Ming, first-class, and correspondingly expensive). To find one as good in its way as the Queen Anne tongs, and within that price limit, I had to go back to 600 B.C. (Fig. 2)—bronze, 2½ in. in height,

Egyptian (note the holes in the ears for earrings), price £10. Once I found myself at the eastern end of the Mediterranean, the temptation to explore other little domestic objects was not worth resisting. The iridescence of ancient glass which has long been buried is extraordinary, and is, of course, enormously improved by clever lighting. This piece of Roman glass was £12. A little earlier in date was an Egyptian marble cosmetic jar with a flat top (£3 10s.); of the same age as the cat (6th century B.C.) was a little Phœnician glass jar (£15); while a pure classic lekythos (oil bottle), of c. 450 B.C., was—rather surprisingly—for sale at £7 10s.



4. THE BEAUTY OF ANTIQUITY IN MODERATELY PRICED PIECES AT GROSVENOR HOUSE: AN EGYPTIAN COSMETIC JAR AND COVER OF ABOUT 200 B.C. (LEFT); A PHœNICIAN GLASS JAR OF THE SIXTH CENTURY B.C. (CENTRE); AND A ROMAN GLASS OF ABOUT 100 A.D. (RIGHT).—[All Reproductions (except Fig. 1) by Courtesy of Messrs. Spink and Son.]

A young country *with* an ANCIENT HISTORY ...

*J*udged by European standards, the South Africa of to-day is a very young country—none the less it has a history that stretches far back into the dusty attics of time.

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Kaaimans River Falls, the Wilderness, near George, Cape Province



The Drostdy Arch at Grahamstown, built by Piet Retief, the renowned leader of the Voortrekkers (Pioneers). In the distance is the Cathedral of St. Michael and St. George, the original building being the oldest Anglican Church in South Africa



SOUTH AFRICA

FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

REDUCTION OF RISK.

IN the paper that he read in November 1927, before the Institute of Actuaries, on "The Place of Ordinary Stocks and Shares in the Investment of Life Insurance Funds," Mr. H. E. Raynes pointed out that "a factor which has altered materially the relative values of debenture stock and ordinary stock is the great improvement that has taken place during the past generation in company finance." As he showed, an example in the matter of sound and cautious financing had long been given by banks, finance and insurance companies, which had set a very high standard in the accumulation of reserves from current profits, paying moderate dividends, and restricting them to a figure which could be maintained and putting the surplus to reserves; and he added that this practice had then extended to many commercial and industrial companies, it being an accepted principle that those responsible for their financial policy should accumulate in times of prosperity large reserves, which could be used to further the company's business or drawn on in times of adversity. "A discriminating investor," he went on, "fully appreciates such methods, since he knows that while the present dividend may be moderate, it will in future be constantly increasing, in virtue of the interest income derived from the accumulating reserve fund. Except for the period of frenzied finance in the post-war boom, the financial organisation of public companies moves on a higher plane now than it did fifteen or twenty years ago."

IMPROVING FINANCE.

Since Mr. Raynes gave his address, the higher plane of company finance to which he alludes has soared higher still. He quoted an analysis in the *Economist* of October 1927 of the accounts of 237 industrial companies that had published their reports during the previous quarter. It showed that approximately 15 per cent. of the profits had been placed to reserve, in spite of large drafts on past reserves made by certain groups in order to pay debenture interest. During 1935, as shown by an analysis in the *Economist* of Jan. 18 last, the proportion of profits put to reserve rose steadily quarter by quarter, being 19.4 per cent. for the first quarter, 22.9 per cent. for the second, 23.7 for the third, and 25.8 for the fourth. In the first quarter of this year there was a drop to 22.2 per cent.; but this was more than recovered in the second, when the proportion of profits reserved rose to 26.6. After describing the fall and rise in industrial profits and dividends over the period of years from 1929 to 1935, profits showing a decline from an Index of 100 in 1929 to 69.7 in 1932, and a recovery in 1935 to 95.3, the *Economist*, in an article published on April 18 last, pointed out that ordinary dividends have fluctuated, both in depression and recovery, much less widely than earnings; that directorial policy acts as a buffer, protecting shareholders against the worst effects of changes in earning power; that the "retained margin" between earnings and dividends tended to contract appreciably in the bad years, and had been expanding steadily since 1932; and that directorial policy "is actually more conservative to-day than before the depression started." In view of the number of pessimists who talk to us about trade cycles, as if they moved as definitely and regularly as the moon, and consequently argue that the present growth of industry cannot be expected to continue long, it seems likely that company directors will be encouraged to carry this conservative policy still further. Thereby they will only serve the best

interests of their shareholders, for they will be the more ready with the "buffer" if depression does come; and if it does not, they will have all the more liquid resources in hand to provide for further expansion—perhaps owing to revival of foreign trade, thanks to the devaluations now being worked out.

OTHER INCREASED SAFEGUARDS.

It is, of course, this system of continually putting profits back into the business that gives to ordinary shares in successful companies their great advantage as investments. Holders of debentures and preference shares get the interest and dividend promised

said in the paper already quoted from, "it is not only on the side of finance that there is an improvement. The process of evolution in industrial organisation is continuous, and one of the most significant features which mark conditions to-day is the growth in size of the industrial unit and the interlocking of interests." This process, as he went on to point out, tends to remove the former extreme fluctuations among small competing interests by spreading them over a wider area; it is one to which there are certain obvious objections, especially on sentimental grounds—for many of us regret the gradual elimination of the small, independent enterprises by the pressure brought to bear on them by great, unwieldy concerns with the threat of monopoly behind them. But there the process is, and its critics have to admit that Mr. Raynes was right when he said that it has been in evidence since the beginning of this century, and that "the stress of war and post-war conditions has considerably accelerated it." From the shareholder's point of view it has, at least for those who hold shares in the big concerns, been wholly beneficial. For "the ordinary shareholder in a particular company is now more likely to participate only in such fluctuations in his dividends as are due to the vicissitudes of the whole industry, and is less dependent upon the blunders or exceptional ability of a personal management."

A SOLID STRUCTURE.

As we all know, this is the day of large and fewer units both in finance and industry. In 1890 there were 142 banks, joint-stock and private, in England and Wales. Now there are nineteen, and among them five do the bulk of the country's business, enormously as it has increased. In 1890, the total deposits of the 142 came to £439 millions; at the end of December last, those of the nineteen now existing amounted to £2176 millions. By this process of amalgamation and combination the number of banks has been divided by seven, while at the same time the scope of their total business has been multiplied by nearly five. We still, of course, sometimes hear that this process has not been an unmixed blessing for their customers, and that in the old days when there were more banks, working on a smaller scale and with closer knowledge of local conditions, banking facilities were more easily and cheaply to be had. Against which contentions, the obvious answer seems pretty convincing—that if the smaller, more elastic banks had really been providing a service that was of benefit to the business community, it is most unlikely that they would have been abolished by the process of amalgamation. But however this may be, this process has immensely strengthened the banking structure; and that from the point of view of the depositing public and of the shareholders, the risks that used to be associated with the smaller units have been reduced almost to vanishing-point. And it is the same thing in the case of industry. There is more risk in most industries than in banking, because few provide a service so indispensable as the use of a cheque-book; and changes in demand are therefore a matter which industrial organisers always have to provide against. But the amalgamation process has given them a much greater power to do so, and has given a solidity to their earning power which the smaller enterprises necessarily lacked. This fact, together with the probability of increasing earning power behind them, as the country's production expands, goes far to justify the high prices which the shares of the leading industrials command in these times.



THE PARIS BOURSE CLOSED DURING THE RECENT CRISIS OVER THE DEVALUATION OF THE FRANC: A CROWD OF MEMBERS OUTSIDE, UNABLE TO OBTAIN ADMISSION PENDING THE PASSAGE OF THE NEW BILL; WITH SOME POLICE WHO CLEARED THE STEPS OF THE BUILDING.



THE FRENCH PREMIER'S EARLY MORNING PRONOUNCEMENT ON THE DEVALUATION BILL AFTER AN ALL-NIGHT SITTING IN THE CHAMBER OF DEPUTIES: M. LÉON BLUM (EXTREME RIGHT FOREGROUND) DESCENDING FROM THE TRIBUNE AFTER HIS SPEECH; AND (IN THE CHAIR) M. HERRIOT, PRESIDENT OF THE CHAMBER.

M. Blum spoke at 5 a.m. on September 29 after the Chamber had been sitting for nearly 20 hours. The Senate at first opposed the Devaluation Bill, but eventually approved it in an amended form. It was finally passed by 355 votes to 219, and the special session of Parliament ended at 12.20 a.m. on October 2. M. Blum himself had left for Geneva about an hour earlier, and M. Chaumet, acting for him, read the decree and closure.

and no more, however well the company may prosper; but the ordinary shareholder, by having part of the profits due to him continually reinvested, can be certain of increasing dividends if—and this is a proviso about which he has to be careful—the management of the company in its actual business operations is as sound and successful as its finance. There are, however, other respects in which recent improvements or changes in joint-stock enterprise have made the position of the ordinary shareholder more secure, by diminishing the risks of business. As Mr. Raynes

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"BIG HORSE'S FLIGHT."

(Continued from page 614)

anybody who refused to accept it. The only thing to be said in palliation of his horrid record in Sinkiang is that it is not worse than that of most of his adversaries.

Into such a hurly-burly did Dr. Hedin and his party plunge, knowing nothing of the true military situation. They had quite enough adventure on their hands, without war, for they had to conduct a convoy of lorries over the edges of precipices, through the Toksun Pass (which was reported to be utterly impracticable for wheeled traffic), through ice and across streams, over ground which might have deterred even a tank, and across many crazy bridges which could support a three-ton lorry only by a remarkable act of faith. But all this was soon to prove of minor importance. Ostensibly, the members of the party were placed by Ma's representatives under a Tungan escort, and at first were treated with pretended consideration; but in reality they were prisoners, and it was soon apparent that there was a plot to commandeer their lorries, which Ma at this point, when his rag-tag army was beginning to fall to pieces, badly wanted. At Korla, a lorry was bluntly demanded, and firmly refused, for the vehicles were the property not of the expedition but of the Nanking Government. Thereupon, the whole party was seized and pinioned and was within an ace of being shot, when Dr. Hedin (inevitably, as all will agree, under this duress) yielded to the demand and gave up a lorry and driver on "loan." It was hardly supposed that the driver would ever be seen again, but he made his escape and rejoined his comrades by the most ingenious and spirited means.

The affair at Korla was only the beginning, for it was not long before Ma requisitioned the whole convoy—which, indeed, he had always intended to have. It was useless to resist, and the party, minus the lorry-drivers, had to remain powerless in Korla, under the frequent attentions

of bombing aircraft. There it remained, anxious and inert, until the town was entered by the victorious "loyalist" forces under Russian commanders. Dr. Hedin's difficulties, however, were not yet over. He was treated with courtesy but with suspicion by the Russians, and was still kept in open confinement. The victorious commanders wanted to know why and in what circumstances the lorries had been "lent" to the rebel power, and why

formerly of the Imperial Army) was well acquainted with Dr. Hedin's work, and on March 27 the party was discharged without a stain on its character and given permission to go on to its work at Lop-nor. The sequel, as we have mentioned, will be told in another volume.

Meanwhile, the drivers of the lorries—the two Swedes, Georg and "Effe," and the Mongols, Serat and Jomcha—had been spared by Ma, contrary to their own expectation, and two of them, Soderböm (Georg) and Hill ("Effe"), had had the extremely interesting experience of accompanying "Big Horse" personally on his flight and driving him as far as Kucha.

It was a piquant situation. "The new world-conqueror was now sitting in one of our driver's cabins, beside that lively, cheery lad Karl Efraim Hill, a missionary's son from Feng-chen and of pure Swedish blood. It must have been a gorgeous sight to see these two young fellows, the General of twenty-three and the driver of twenty, side by side on the road to Kucha." (With regard to Ma's age, a footnote adds that twenty-three was "Ma's official age five years earlier.") Ma seems to have made a gay and light-hearted companion, in no degree dismayed by his reverses. He showed every affability to the drivers whom he had kidnapped, and released them at Kucha with expressions of regard, apologies for any inconvenience to which they had been put, and the presentation of a portrait "in memory of our friendship"!

It all makes a story of excitement and adventure, and the elements of comedy are sometimes so pronounced that the reader is almost tempted to forget the bitter tragedy of all that has happened in this stricken land. Dr. Sven Hedin and his party were undoubtedly lucky to come through unscathed—but for half a century Dr. Sven Hedin has shown the world that there are few limits to his toughness!

C. K. A.



DOCKING AT DAWN: THE "STIRLING CASTLE" IN TABLE BAY AFTER A RECORD TRIP.

The Union-Castle Mail Steamship Company recently inaugurated an accelerated service to and from Cape Town. The "Stirling Castle" made her first passage to Cape Town in the record time of 13 days, 6½ hours.

(the same question will occur to the reader) the Nanking Government had chosen such a singularly inappropriate moment to send a surveying expedition to Sinkiang. But in spite of the long and tedious inquiries in the usual official manner, it is difficult to believe that the Russian commanders entertained any very deep suspicion of a man of Dr. Sven Hedin's reputation; fortunately, the General commanding this Korla force (a White Russian, Bektieff,



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THE CHRONICLE OF THE CAR.

THIS year's Paris Motor Show seems to have been rather adversely affected by the strike of waiters and hotel workers. One party who flew over for the Show found that it was quite impossible to get



A NEW TALBOT MODEL AT PENSHURST, KENT: THE LATEST 1937 "75" SALOON; PRICED AT £485. The 1937 Talbot six-cylinder programme was announced recently. A wide variety of Talbot cars is listed; ranging from the "Ten" at £260 to the 24-h.p. limousine at £895.

food any nearer than St. Germain, so, after spending a day in looking at new models, they packed up and returned to London! But, in any case, so far as I

have heard there were no new or sensational changes in the cars shown.

Our own Motor Show will be with us in another week's time. I do not think there will be any surprises. Practically all the leading manufacturers have disclosed their plans for next year, and so far I have heard of nothing but routine changes in detail, with the addition of a few new models of well-tried marks. However, after a visit to the Show one will be able to say more about things generally. To my mind, the most interesting thing about this year's Show is that it will be the last Motor Show to be held at Olympia—that is, if the new Earl's Court building is ready in time to accommodate the 1937 Show. To the modern motorist the Motor Show means Olympia—indeed, it is never spoken of nowadays as the Motor Show, but almost invariably simply as Olympia, and we are going to have some difficulty in accustoming ourselves to the new venue. However, all things pass and Olympia, even in its present greatly extended form, has proved inadequate to housing the Show and must now give place to a building with larger and more concentrated accommodation. It is not that Olympia is too small, but it has grown up in a rather scattered form which does not lend itself very well to concentration of interest. As a result, sometimes one finds that all kinds of interesting sections and individual exhibits that had been marked down for seeing have been missed. True, things are better now than they were in the immediate post-war days, when the S.M.M.T. had to divide the Show between Olympia and the White City, but in view of the enormous expansion of the industry and of the Show, which now includes a marine section and others which aforetime did not figure at all, I think the Society

is making a very wise move in changing over to Earl's Court.

It is interesting to carry the mind back over the Motor Shows of the past and to reflect upon the tremendous progress that has been made since the Show was first moved from the Agricultural Hall and the Crystal Palace to Olympia. In the first days of Olympia, after the S.M.M.T. took a real hold of exhibition matters, the Show was tremendously interesting, because there was always the certainty that there would really be something new in design and generally something that gave one to think that we were on the eve of a complete revolution in applied mechanical transport. Yet nothing

[Continued overleaf.]



THE POPULARITY OF "FLYING" STANDARD CARS COMPELS EXPANSION: MAJOR RONALD MAUDE, DIRECTOR OF THE CAR MART, LTD., AND STANDARD CARS.

Owing to the steady increase in sales, Standard Cars, the distributors for London and the Home Counties, have had to add considerably to their showrooms in Davies Street, Mayfair. In addition to the showrooms on the ground and lower floors, the first floor is now being converted into a well-appointed showroom. Between 250 and 300 new "Flying" Standards may always be inspected at the New Car Delivery premises in Boundary Road, St. John's Wood.

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Continued. revolutionary ever happened. Inventions that seemed to promise excellently disappeared into limbo, and the car itself seemed to progress quietly and certainly along what we regarded as accepted lines. It went through a process of gradual evolution, every year seeing improvement here and change there, until we almost insensibly arrived at the relative perfection of detail and performance we know as the motor-car of 1936. And the story of that progress is inscribed in annals of "Olympia." That the new venue of the Motor Show will show equal progress towards even more absolute perfection seems hardly possible. Nevertheless, I imagine the Show will continue for years to hold the same fascination for the public it has in the past and does to-day.

THE PLAYHOUSES.

"THE NIGHT OF JANUARY 16TH,"
AT THE PHENIX.

WORK, it has been said, is doing something one is paid to do. Fun, on the other hand, is something one has to pay for the privilege of doing. Even the most conscientious citizen is inclined to grumble a trifle when he is called to serve on a jury. Yet many playgoers are prepared to pay the price of a stall for the privilege of occupying a hard seat in a jury box on the stage at this theatre. It is true that they receive payment of three American dollars for their services, but one feels it is the fun of being in the limelight, rather than the remuneration, that compensates them for the irksomeness of their job. It has been said that the weight of evidence for and against the woman accused of this murder has been so carefully balanced that the verdict of the jury may vary from night to night. One doubts this. On the first night it was obvious that the entire house agreed with the verdict; that Karen Andre had not murdered her lover. She was not, in the conventional sense of the word, a good woman. She frankly admitted that she had permitted him to seduce her on the very first day of her engagement as his secretary. Further, she had agreed to allow him to marry the daughter of a wealthy man so that he might be saved from ruin. Also she confessed that she had assisted in throwing the body of an already dead man off the roof of a skyscraper, hoping the mangled corpse might be mistaken for

that of her man. It would be unfair to detail the plot further. While it never excites, it does hold the interest. None of the characters arouses a spark of sympathy, so that the players have to struggle against hopeless odds. Mr. Edward H. Robins, a welcome but too infrequent visitor to the West End stage, is a duly aggressive Prosecuting Counsel. Mr. Grandon Rhodes's casual air in the defence makes a nice contrast.

"NO ORDINARY LADY," AT THE DUKE OF YORK'S.

"A commonplace young man," might have been a better title. The hero (Mr. Jack Melford) was so completely negligible that he admitted that a lady (Miss Ellen Pollock), at whose skirts he had dragged for weeks, was so unaware of his existence that she threw his hat into the arena of a bull-ring without casting one glance at the face of its owner. Determined to win her attention, he posed as a Raffles. He asserted that he had stolen more Old Masters than any other crook in the country. The lady (married to a man more interested in inventing mechanical toys than he was in his wife) was an easy victim. She had already attempted to have an affair with a young man who looked like, and had about as much knowledge of the world as, a grocer's assistant. The comedy then follows twists that were possibly more amusing in the original French than in this heavy-handed adaptation. The acting throughout was competent, but lacked that touch of art that can give point to blunted lines.

"TRANSATLANTIC RHYTHM," AT THE ADELPHI.

Most of the thrills in this revue occurred before the rise of the curtain. It is competent but dull. Great credit, however, must be paid to the chorus and stage hands for their skill in putting over a show without one rehearsal in the theatre. Miss Lupe Velez has a deal of vivacity, but her singing voice lacks volume, and her imitations of sister film stars prove once again that as a mimic Miss Florence Desmond stands in a class by herself. Mr. Lou Holtz, as a sort of compère, displayed a likeable personality, but his material was poor. His best turn was an impromptu performance, when he "wise-cracked" at the audience for their dilatory return after the interval. The promptness or otherwise with which an audience returns to its seats is, of

course, a criticism of the entertainment. The greatest hit of the evening was made by a pair of negro dancers, Buck and Bubbles. Coloured dancers must, inevitably, seem as alike as peas in a pod, but these two contrived to get a certain something different into their act. The reception was more sympathetic than enthusiastic.

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By EDWARD E. LONG, C.B.E., F.R.G.S.

INDIA, BURMA, CEYLON, AUSTRALIA, AND NEW ZEALAND.

LONG-DISTANCE journeys have become a regular feature of winter travel. Wherever fine weather, with abundant sunshine, prevails, combined with good hotel accommodation and modern transport facilities, and including reasonable provision for sport and amusement, there the winter holiday-maker is to be found. The greater part of India has a delightful winter climate; even in the far south there is a cool season. No country has a greater variety of scenery to offer, sights more strange and striking, or wider historical interest; whilst the diversity of its people, in speech, garb, and physical appearance is well-nigh astounding. Bombay has a setting of great beauty, seen from the sea, with its magnificent harbour, and the high mountains beyond. Ashore it offers fascinating scenes of Indian life, and within easy reach are the great Caves of Elephanta, one with a colossal statue of Siva. From Bombay, thanks to the excellent system of Indian railways, one can journey north, south, or east in India, in the greatest comfort, if it is wished, in a private tourist car, which can be kept on a siding whilst sight-seeing. The charges for this, if a party is taken, are quite moderate.

Other wonderful caves are to be seen at Ellora, where, carved out of the hill-side, are enormous rock sanctuaries, of Buddhist, Jaina, and Brahman origin; and the Caves of Ajanta, dating from the second century A.D., have marvellous frescoes and sculptures of Buddhist art. At Sanchi Tope, a huge Stupa stands, which was erected in Asoka's day. Gwalior strikes another note, with its Fortress, most famed amongst those of India; the beauties of Rajput architecture are further strikingly shown at Amber, the ancient capital of Jaipur; and in the palaces of Udaipur, with their exquisite lake setting, Rajputana reveals a scene from fairyland! Delhi is a dream of the past—in marble;



FATEHPUR SIKRI, THE CITY BUILT BY AKBAR AND LATER ABANDONED BY HIM: THE PANCH MAHAL, A FIVE-STORIED BUILDING WHICH IS ONE OF THE GLORIES OF THIS STRANGE PLACE.

Photograph by Indian Railways Bureau.

a symbol of the India that is, and is to be, and a shrine of Indian history. Agra's Taj Mahal is romance reflected in stone. Lucknow and Cawnpore have their special interest for all Britons. There are Benares and its bathing ghats, teeming with pilgrims, the holiest of places for the orthodox Hindu; Amritsar, and its Golden Temple, the shrine of the Sikhs; the Mughal palaces of Lahore; the ruined royal city of Fatehpur Sikri; Calcutta, with its memories of Clive; Puri, and the Temple of Jagannath; Madura's Tank of the Golden Lily and Hall of a Thousand Pillars; the Rock of Trichinopoly; the temples of Halebid and Belur in Mysore; and the prehistoric city of Mohenjo-Daro. All these are among other wonders of an Indian tour.

In India, Buddhism is a relic of the past; in Burma one sees it alive—the soul of a people. Everywhere are its golden pagodas and temples, its devotees of the Yellow Robe, and happy, smiling people clothed in colourful costumes. In the capital, Rangoon, the great Pagoda Shwe Dagon towers high above all; in Mandalay are the Kuthodaw, a monument of seven hundred and thirty pagodas, and the Fort and Palace of Mindon Min, in which King Thebaw once lived; and in the district of Sagaing, near the Mingoan Pagoda, is the famous Mingoan Bell, said to be the largest hung bell in the world. The Royal Lakes at Rangoon are very lovely, and to be there on a regatta day is to see a Burmese crowd at its brightest and best. Up-country, at Kalaw, in the Southern Shan States, on a high plateau with a cool climate, there is a pretty hill-station, with a very interesting market-place, where you can see the curious women of Padaung, their necks stretched out by brass collars, and Bre women who encase their legs from ankle to thigh in metal hoops. In these States, too, is the beautiful lake of Inle, set among the mountains, over the waters of which rowers propel their craft with one leg, whilst standing on the other! Burma has good railways, and a fine steamer service on the Irrawaddy, provided by the Irrawaddy Flotilla. An excellent method of seeing



THE GLAMOUR OF INDIA: A GENERAL VIEW OF UDAIPUR; ITS WALLS REFLECTED IN THE LOVELY LAKE WHICH FRINGES THEM.

Photograph by Indian Railways Bureau.

the scenery, and the native life of the country, is to combine the two.

Ceylon, too, is the Land of Buddha. In Kandy, the old capital, in the Temple of the Tooth, a most precious relic of Gautama the Buddha, a tooth, is said to be contained, and scattered about the island, particularly in ancient Anuradhapura, are Buddhist shrines. Ceylon is also a land of exceeding beauty; no island has a more subtle tropic charm, a greater luxuriance of vegetation, or richness of colour. From the coast at Colombo, with its golden, palm-fringed sands, on which there is ever a heavy surf, you pass through gardens of spice and their scented air, by plantations of rubber and cacao, over rising ground, until you are high above the lower

hills and their fertile valleys, in a region where the air is cool and bracing, and the hillsides are thickly clothed with the dark-green bushes of the tea plant, until at length, at Nuwara Eliya, you have reached the roof of Ceylon, six thousand feet above the sea! Other joys in Ceylon are to bathe in the surf at Mount Lavinia, to wander among the gardens of Peradeniya, and (for one must descend to earth some time) to eat a prawn curry at the Galle Face Hotel.

Australia and New Zealand alike have this great advantage: that our winter is their summer, and accordingly it is just the time of the year for a delightful holiday in either land. Australia has fine scenery in the Blue Mountains, on the Hawkesbury River, and in many other parts; there is good bathing on the coasts, the bathing-beaches of Sydney are far-famed; aboriginal life is to be seen in the

Northern Territory, and in Queensland; and there, too, is the Great Barrier Reef, of coral, one of the world's marvels; whilst the great sheep farms, cattle runs, fruit orchards,



MAGNIFICENT MOUNTAIN SCENERY IN NEW ZEALAND: A VIEW OF THE BEAUTIFUL ARTHUR RIVER, ON WHAT IS KNOWN AS THE MILFORD TRACK, IN THE SOUTH ISLAND.

Photograph, the High Commissioner for New Zealand.

and vineyards have their charm. It must always be a source of pride to visitors to Australia from this country to view what Britons overseas have accomplished, and to see those fine cities of the Commonwealth of Australia—Sydney, Melbourne, Adelaide, Perth and Brisbane, and Canberra, the very modern capital; not forgetting Hobart, the lovely capital of the beautiful island of Tasmania. In such admiration, too, New Zealand would naturally share, for industrial and pastoral progress there has been just as remarkable as in Australia, and fine cities indeed are Wellington, Auckland, Christchurch, and Dunedin. As for scenery, New Zealand can hold her own with any country. In the North Island she has the beautiful Wanganui River, the famous Glow-worm Cave of Waitomo, and the geysers and gorges of Rotorua. There, too, are picturesque Maori villages and interesting scenes of Maori life. Then in the South Island there are lakes and fjords equal in beauty to those of Norway, snow-capped mountains, densely wooded valleys and rocky canyons, down which pour fast-flowing mountain streams. Lake Wakatipu, the gorges of the Arthur River, the Bowen Falls, Mount Cook, and its great Tasman Glacier, are among the marvels of nature New Zealand

has for the tourist.

A splendid opportunity of making a short tour in India is afforded by the forthcoming Round-the-World cruise of the Canadian Pacific liner *Empress of Britain* (42,350 tons),



THE BEAUTY OF AUSTRALIA: A FINE STRETCH OF RIVER SCENERY BY THE BANKS OF THE OVENS RIVER, VICTORIA.

Photograph, the Director of Australian Trade Publicity.

which leaves Monaco on Jan. 22 next, and after calling at Naples, Phaleron Bay (for Athens), Haifa, Port Said, and Suez (for Cairo and Jerusalem), goes on to Bombay, remaining there for seven days, allowing a five-day tour to Sanchi Tope, Delhi, Agra, and Fatehpur Sikri. The *Empress of Britain* then goes on to Colombo, Penang, Singapore, Bangkok, Batavia, Semarang, Bali, Manila, Hong Kong, Shanghai, Chinwangtao (for Peking), Beppu, Kobe, Yokohama, Honolulu, San Francisco, Los Angeles, Balboa, Cristobal, and New York, returning to Cherbourg and Southampton on May 22. A world cruise of the Cunard White Star *Franconia* (20,000 tons), which starts from New York on Jan. 7, proceeds by way of South American and South African ports to Bombay, giving time there for an Indian tour, and going on to Colombo, and to Malayan, Chinese, and Japanese ports, returning to New York, by way of the Panama Canal, on May 30.

There are regular weekly sailings to Bombay and Colombo by liners of the P. and O. Company, from London, with special return fares, and with all-in tours in Ceylon, from Colombo; and the Bibby Line, with fortnightly sailings from Liverpool, and Rangoon, likewise offers special return fares to both of these ports, and arranges inclusive tours in Burma and Ceylon. As for travel connections with Australia, the Orient Line has a regular fortnightly service from London to Sydney, with reduced "round-voyage" ticket fares, both first and tourist class; and, in conjunction with Thos. Cook and Son, who will have charge of all inland arrangements, this Line is offering a special three months' winter tour in Australia, from London on Nov. 7, by the *Orford* (20,000 tons), tourist class, at a remarkably low inclusive fare. The Orient Line also has through bookings to New Zealand ports.

Finally, for quick travel, to either India or Australia, the traveller nowadays has the advantage of the service of Imperial Airways, which enables one to reach India in five days, and Australia in ten and a half days.

SOUTH AFRICA, SOUTHERN RHODESIA, WEST AFRICA, KENYA, AND UGANDA.

SOUTH AFRICA is essentially a land for winter travel, for then it enjoys radiant sunshine, tempered by cool, bracing winds, with a clear, fog-and-mist-free air, and with a profusion of flowers and fruits which makes it a land of summer indeed. Along its magnificent coast-line are fine beaches for bathing. Inland are stretches of fertile plain, studded with orchards and vineyards and orange-groves; tracts of undulating, well-wooded country, of great scenic charm; ranges of high mountains, with picturesque valleys between; and a vast, lofty table-land, with cultivated plains, rocky kopjes, rolling valleys and shouldering hills—the great High Veld. Then there is the strange wild life of the country—the graceful springbok, symbol of the Veld, zebra, wildebeest, ostrich, and the secretary bird. In the spacious Kruger National Park you can see all of these, and many others, in their natural surroundings, though only one area, that of Pretorius Kop, is open from October to May. Yet others of the many attractions South Africa has for the tourist are her splendid cities, her diamond- and gold-fields, and her varied scenes of native life.

The charm and loveliness of Cape Town, over which the great Table Mountain stands guard, enthrall one. So excellent are its hotels, so admirable its facilities for sport and recreation, and so many the motor-runs with scenery that is magnificent (that to Cape Point is claimed to be the finest marine drive in the world) that one finds time spent there most pleasant indeed, especially that which is spent on the delightful surf-bathing beaches of Muizenberg. Along the south-east coast of South Africa there are several

charming holiday resorts. Such are Mossel Bay, graced by a noble headland; Cape St. Blaize, with splendid bathing; and Seal Island, close by—a sanctuary for penguins and sea-lions. George lies a little way inland, 740 ft. up, beneath the green-clad slopes of the Outeniqua Mountains, in the midst of glorious scenery, and between it and Oudsthoorn, where are situated the fine Congo Caves, is the far-famed Montagu Pass. The Wilderness is a fascinating combination of sea, lagoon, river, and woodland; and Knysna has a lovely lagoon, with fine yachting, and grand forest. Further along

this coast, eastwards, good bathing is to be had at Port Elizabeth, East London, and Durban. Durban, of course, is Natal's capital, combining the amenities of an up-to-date city with the attractions of a vast stretch of ocean beach play-ground.

Roads and railways are uniformly good in South Africa. It is possible to travel in comfort and see the lovely fruit- and vine-growing valleys of Paarl and Wellington, where the Huguenots settled long ago; to traverse the scenic Hex River Pass, and ascend to the Great Karroo, where stretch the wide sheep lands, and to pass on to Kimberley, with its memories of Rhodes, and its "Big Hole," from which so many of the world's diamonds have been brought to the light of day. Not far off is Bloemfontein, founded by the hardy *Voortrekkers*, and once the capital of the Orange Free State; and then one comes to Johannesburg, now celebrating its fiftieth anniversary. The seat of the greatest gold-mining industry in the world, the largest city, and largest centre of manufacturing industries in the Union, it seems hardly possible that fifty years ago it was a mere mining camp of tents, covered wagons,

and mud-walled huts! Men dig for gold beneath it to-day at a depth of 8500 ft., and experts say they can go down another 8500 ft. before the golden reef on which the city is built will be exhausted. Up to date, gold amounting to 1,330 million pounds sterling has been won from it!

Pretoria, just north of Jo'burg, the administrative capital of the Union, has a quiet beauty; the Union Buildings on Meintjeskop are an architectural masterpiece. South-eastwards lies Zululand, with its wonderful mountain ranges.

Southern Rhodesia, the land won as a British Colony by the foresight of Rhodes, who now lies buried on the summit of one of the Matopo Hills, has, in the Victoria Falls, one of the greatest attractions in the world for tourists, keen, naturally, to see a waterfall with a depth which is more than twice that of Niagara. Those mysterious ruins of Zimbabwe, which have given rise to much controversy have a fascination for all who are interested in remains of this nature, whilst the Bushman rock-paintings are a special attraction to those who have an archaeological turn of mind. There is a great charm in modern native life in Southern Rhodesia, and the wild life of the country is a rich one, including various kinds of antelope, buffalo, zebra, giraffe, elephant, rhinoceros, hippopotamus, lion, leopard, cheetah, and baboons. There are brilliantly coloured lizards, small birds of brilliant plumage, game birds such as duck, geese, teal, and partridge, for the sportsman's gun, and there is excellent fishing—for trout, bream, and tiger-fish. Apart from the well-wooded hilly Matopo country, with its marvellous views, there is delightful country in Southern Rhodesia along its eastern border. In this direction lie the highlands of Inayanga, Melssetter, and Chipinga, for which the rail-head is Umtali, and there are tropical gorges and luxuriant forests through which the way leads to grassy uplands and heights that top 8000 ft.

West Africa, until fairly recently well off the beaten track of travel, is now right on the map for winter cruising, thanks to the delightful nature of the sea trip thither—for the greater part of the way, at any rate—gentle winds, smooth waters, and abundant sunshine, and the greatly varied scenery of the West African coast from that of other shores, the strange and interesting forms of native life, and quaint customs. Bathurst, capital of Gambia, built on a small island lying at the mouth of the Gambia River, has an interesting market-place. British trade with the Gambia dates from 1588, the year of the Armada, but Bathurst from 1816 only. Sierra Leone's capital, Freetown, with a fine harbour, has a picturesque situation on a plain, behind which rises a succession of wooded hills. It has very pleasant botanic gardens, and some, at any rate, of its inhabitants are descendants of slaves captured by British war-vessels, who were freed and brought to settle here. Monrovia, capital of the neighbouring Negro Republic of Liberia, is interesting as a town and port under Negro rule; Accra, capital of the Gold Coast, the three forts of which, then known as Fort James (British), Fort Crèvecoeur (Dutch), and Fort Christiansborg (Danish), were used to protect the brisk trade in slaves



THE BEAUTY OF SOUTHERN RHODESIA: TYPICAL SCENERY ON THE WAY TO INAYANGA, IN THE DELIGHTFUL HIGHLAND COUNTRY ALONG THE EASTERN BORDER.
Photograph, the High Commissioner for Southern Rhodesia.



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The giant Buddha at Kamakura

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EMPRESS of BRITAIN
World Cruise
Canadian Pacific

and gold, strikes a more modern note to-day, with its wireless station and race-course! Lagos, Nigeria's capital, has its Ikoyi Club, which owns an outdoor swimming-pool, and it has an eighteen-hole golf-course and a splendid harbour.

Yet another region of the vast Continent of Africa is a playground for winter holiday-makers—Kenya and Uganda, where the game reserves are some of the largest and richest stocked in the world. There the great Rift Valley, with its gigantic escarpments, cuts into the heart of Africa. Snow-capped mountains alternate with vast lakes like inland seas, from one of which, in magnificent



ON SAFARI IN EAST AFRICA: A CAMP SCENE IN ONE OF THE MANY BIG-GAME HUNTING DISTRICTS IN KENYA.—[Photograph by Mrs. Arthur Fawcett.]

falls, pours the River Nile, and on the great uplands, thousands of feet above sea-level, are towns founded by British colonists, with all the amenities of their kind in this country, plantations of coffee and sisal, thriving farms, and rich tracts of maize and wheat.

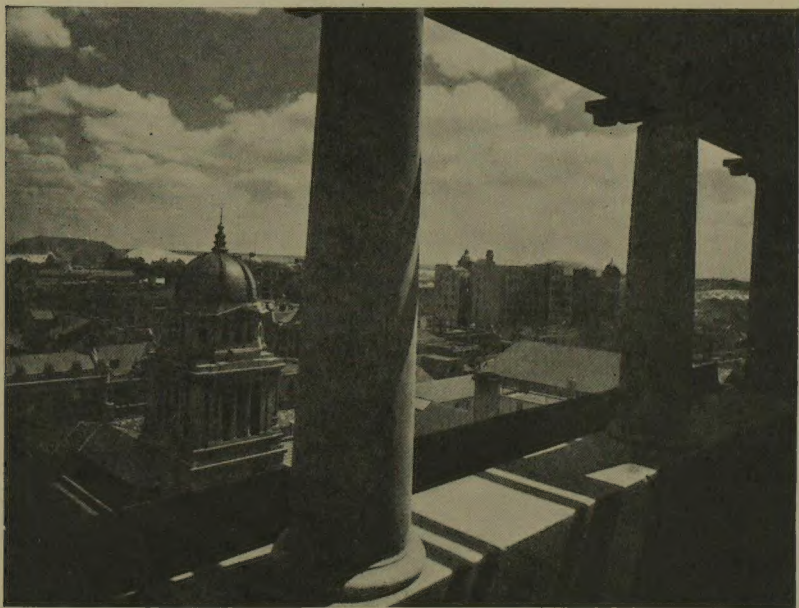
Special Christmas and New Year holiday tours to South African ports—Cape Town, Port Elizabeth, East London, and Durban—are announced by the Union Castle Line, by the *Arundel Castle* (19,023 tons), leaving Southampton on Nov. 20; the *Winchester Castle* (20,109 tons), on Dec. 4; the *Carnarvon Castle* (20,063 tons), on



A SOUTH AFRICAN BEAUTY SPOT: A VIEW OF WILDERNESS, WHICH ENJOYS A DELIGHTFUL COMBINATION OF SEA, LAGOON, RIVER AND WOODLAND.

Photograph by South African Railways and Harbours.

Dec. 18; and the *Windsor Castle* (18,973 tons), on Jan. 8, for which there are special return fares—first, second, and tourist class. The return voyage must be made by the same ship, or by one leaving approximately a week later. The Union Castle Line also has two tours round South Africa, with special first and tourist class fares, by the *Llanstephan Castle* (11,299 tons), leaving London on Nov. 20, and which will make the outward voyage *via* Teneriffe, Ascension, and St. Helena; and by the *Llandovery Castle* (10,609 tons), outward bound from London on Nov. 26, *via* the Mediterranean and the Suez Canal, and calling at



JOHANNESBURG: A VIEW FROM BARBICAN HOUSE, SHOWING, IN THE DISTANCE (LEFT), SOME OF THE FAMOUS DUMPS.

Photograph by South African Railways and Harbours.

St. Helena, Ascension, and Las Palmas on the homeward run. Both of these vessels call at Lourenço Marques and Beira, and at East African ports.

Round-voyage tours to the West African coast are arranged by the Elder-Dempster Line, with special fares for a thirty-nine-day trip, from Liverpool to Madeira, Las Palmas, Bathurst, Freetown, Monrovia, Takoradi, Accra, Lagos, Port Harcourt, and Calabar and Victoria, with sailings on Nov. 25, Dec. 9 and 30, and Jan. 13 and 27, giving ample time for sight-seeing at each port of call.

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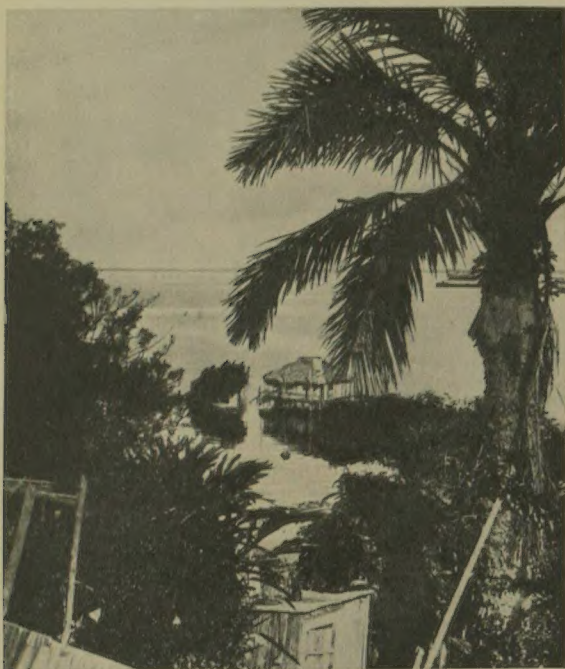
For further particulars please write for travel brochure (gratis) to the London Representative.

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THE MEDITERRANEAN, AND ATLANTIC AND WEST INDIAN ISLES.

FOR a stay during the winter, or for a visit whilst on a cruise, there are favoured spots along the shores of the Mediterranean, or on the coast of some of its beautiful islands, where time can be most pleasantly spent. Monte Carlo, with its magnificent Casino and splendid terraces, and Nice, with its famous Promenade des Anglais, represent the French Riviera at its gayest and best. Malta has a very agreeable winter climate, and a gay season, which makes it an attractive spot for the visitor, whilst for mediæval architecture and historical interest it stands in the same category as Cyprus, another pleasant island in which to winter, and one which is increasing in importance in the Mediterranean. Both of these islands are rich in romance, and each has a native population with costumes, manners, and customs, forming a pleasing study. Across the Mediterranean, on the North African shore, Algiers is far enough removed from the somewhat troubled waters further west to retain its winter tourist traffic of former years. Its mild winter climate, picturesque situation, and happy combination of the old and the new, Berber charm and European comfort, ensure for Algiers a considerable popularity,

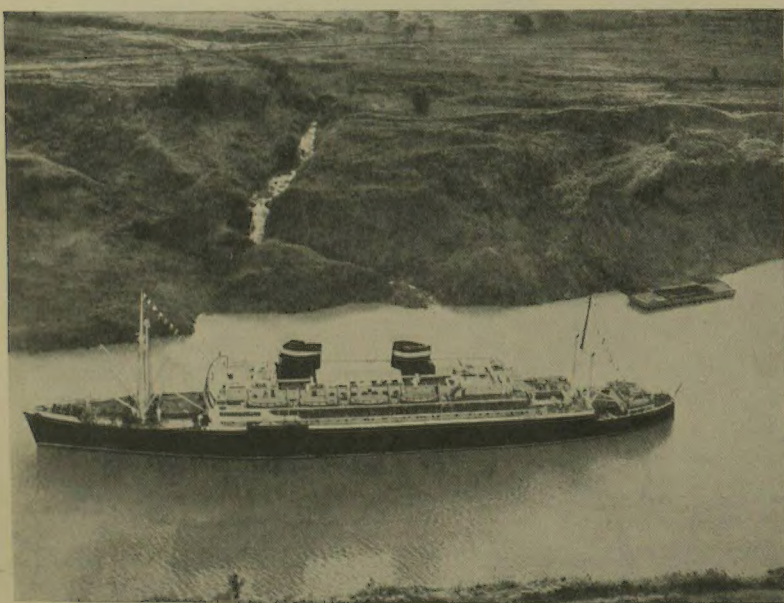


THE POPULAR BOOTH LINE CRUISE UP THE AMAZON: A VIEW TAKEN ON THE RIO NEGRO, NEAR MANAOS, A THOUSAND MILES FROM THE MOUTH.

Photograph by Booth Line.

and it is a favourite "cruising port." It is also a great centre for North African tours—in Algeria, Tunis, and Morocco, and even further afield, across the Great Sahara.

Known once as the Fortunate Isles, the Canary Islands are fortunate indeed in being well out of the Spanish trouble, and in having a mild, dry, and equable winter climate, together with delightful scenery. Las Palmas, the capital of Grand Canary, with a fine harbour, is quite up to date, with good hotels and sports facilities, and is a very pleasant spot from which to tour the island. This is mountainous in the central part, with deep forest-clad ravines, one of the chief attractions of which is the village of Atalaya, with its cave-dwellings. Tenerife has nearly two-thirds of its area occupied by its famous double-topped Peak, which reaches a height of 12,200 ft., and is snow-



A CRUISING LINER OF THE GRACE LINE GOING THROUGH THE PANAMA CANAL: THE "SANTA ANNA" IN THE FAMOUS CULEBRA CUT.

Photograph by Grace Line.

capped for four months in the year. Santa Cruz, the capital, is quite gay during the season, but many visitors prefer Orotava, on the north coast, in a lovely valley with a wonderful sea view. Madeira's charming winter climate

is well known, as is, too, the beauty of the island, with its commanding cliffs and headlands, and delightful little bays. Funchal has one of the most romantic situations imaginable, its wealth of flowers and flowering shrubs is remarkable. The view from the heights of Terreiro da Lucta, to which you ascend by mountain railway, is magnificent. As regards sport and accommodation, there are Reid's and other good hotels, and the British Country Club, with its tennis, squash racquets, and 18-hole golf course; whilst good roads make motoring a joy amidst scenery of great grandeur.

Cruising in the Caribbean Sea, and along the coast of the Spanish Main, gains an added thrill from the fact that here, once, the pirates and the buccaneers had things very much their own way, for a time. Here, too, Drake watched for Spanish treasure-fleets, and French and English fought fiercely for the possession of the West Indian islands. Most of the British West Indian isles now rank as winter-time health resorts, with good hotels and modern facilities for sport and recreation. Jamaica, with its Blue Mountains, its fine harbour of Kingston, its upland resorts of Moneague and Mandeville, where the days are sunny and the air cool and bracing, and its fine bathing-beaches—notably that of Montego Bay—has a regular clientèle of winter visitors, who stay there, as well as many cruising-vessel calls. Trinidad has a delightful capital, Port of Spain; a pitch lake which is one of the world's wonders; fascinating tropical scenery, and a very varied and interesting native life. Barbados, smaller than either of these, but with the proud distinction of being a much older British settlement, has a splendid winter climate, being the most westerly of the West Indian Isles, and consequently deriving the greatest benefit from the steady-blowing cool north-east trade wind. Add to this that Barbados has some of the finest bathing-beaches in the West Indies, both for ordinary bathing and surf-bathing, with one of the most up-to-date aquatic clubs, and a really excellent hotel, the Marine, near Bridgetown, the capital, and it is not difficult to understand why the island has become one of the most popular of the West Indian winter resorts.

Special cruises to the West Indies are featured by the Canadian Pacific line for its winter season. On Jan. 19 the *Duchess of Richmond* (20,000 tons) leaves Southampton, calling at Cherbourg, for Madeira, Grenada, Trinidad (Port of Spain and La Brea—for the Pitch Lake), Cristobal (Panama Canal), Kingston (Jamaica), Havana, Miami, Nassau (Bahamas), Santo Domingo, St. Pierre (Martinique), Fort de France (Martinique), Bridgetown (Barbados), St. Lucia, and Las Palmas, returning to Southampton on March 9 (49 days); and on Feb. 18 the *Duchess of Atholl* (20,000 tons), leaves Liverpool on a 32-day cruise to Bridgetown, Trinidad (La Brea and Port of Spain), Grenada, Kingston, Havana and Miami, returning to Southampton. Other West Indian cruises are by the Cunard White Star liner *Laconia*, from Liverpool, for 46 days, on Jan. 26; the Royal Mail liner *Atlantis*, from Southampton, for 56 days, on Jan. 23; and by the Lamport and Holt liner *Voltaire*, also from Southampton, on Feb. 6, for 46 days.

A delightful and novel method of winter cruising is to cross to New York by one of the big Transatlantic liners and join there one of the Grace Line *Santa* liners, vessels specially constructed for cruising in a warm climate. These ships go direct from New York, passing between Cuba and Santo Domingo, to Puerto Colombia, the port for Barranquilla, in Colombia, on the Magdalena River, with interesting scenes of native life and a very modern hostelry—the Hotel del Prado. From there to Cartagena, once a great stronghold of the Spanish Main, with much of its old walls and many of its historic buildings remaining; on to Cristobal, entrance to the Panama Canal, the Port Said of the West, through the Canal to Balboa, near which is Old Panama, looted and burnt by the buccaneers; then to La Libertad, port of El Salvador; San José, with a stay enabling a visit to be made to Guatemala City; and Mazatlan, (Mexico) and the pageantry of Mexican life. After this to Los Angeles, for Hollywood, ending the voyage by passing through the Golden Gate to San Francisco, California's romantic and cosmopolitan capital. From there you can train to New York, or return by sea, with a route from Puerto Colombia to New York, which includes a call at Cuba's capital, Havana. Grace *Santa* liners also cruise, by way of the Panama Canal, to South American ports, calling at Buenaventura, the principal port of Colombia on the Pacific; Guayaquil, Ecuador's chief port, 30 miles up the jungle-bordered river; Salaverry, for the ruins of the pre-Inca city of Chan-Chan; Callao, in Peru, with Lima, the historic capital founded by Pizarro, near by; Mollendo and Arequipa, also Peruvian ports; Arica, Tocopilla, Antofagasta, and Chanaral, all ports of Chile; with the journey

ending at Valparaiso. The last is a fine and picturesque port, very gay, with its Vina del Mar, the "Lido" of South America and it is only a three-hour ride from Valparaiso to Santiago, the beautiful capital of Chile.

A favourite long-distance cruise is that offered by the Booth Line, to the Amazon, 1000 miles up this wonderful river, and back. The trip, which occupies seven weeks,



THE CHARM OF BARBADOS, WHICH IS NOTED FOR ITS DELIGHTFUL WINTER CLIMATE: A VIEW OF THE HARBOUR, OR CAREENAGE, AT BRIDGETOWN; WITH A LINER AT ANCHOR IN CARLISLE BAY.

can be made by the *Hilary*, leaving Liverpool on Dec. 8, and again on Feb. 5; and by the *Anselm* leaving on Dec. 30, and again on Feb. 26. It is by way of Leixoes, the harbour of Oporto; Lisbon, affording opportunity for excursions to Estoril and Cintra; and Madeira; the voyage thence to the Amazon's mouth being one through smooth waters—the region of the Trade Winds, gently blowing—sunny days and cool nights, ideal weather for aboard-ship life. The first river port touched at is Pará, with an old fort, a fine park, and Zoological Gardens, and bathing—at Chapeo Virado. And then comes a most interesting stretch of river, of over 100 miles, through the famous Narrows, with luxuriant jungle, teeming with wild life. Passing mountains at Monte Alegre, Santarem, where the Rio Tapajós joins the Amazon, Obidos, Parintins, and Itacoatiara, the way then lies up the Rio Negro for a few miles, and Manáos is reached, the jungle capital, but which has an English Club, and an opera house! During the stay there, excursions are arranged to the lovely Tarumã

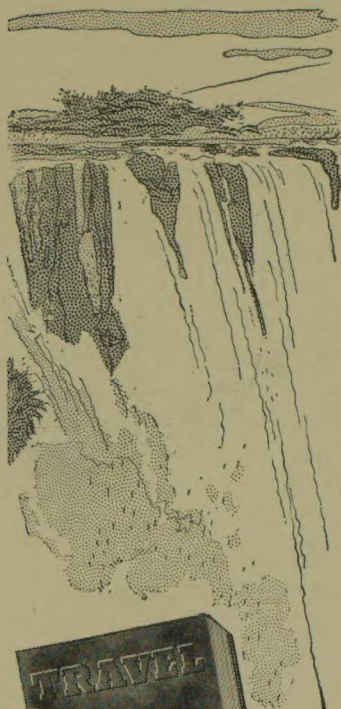


THE PLEASURES OF CRUISING: A HAPPY PARTY ENJOYING A GAME OF DECK QUOITS ON BOARD A CANADIAN PACIFIC LINER.—[Photograph by Canadian Pacific Line.]

Falls, and to tropical lagoons, where the giant Victoria Regia water-lilies grow, in waters teeming with the strangest of fish.

Special return fares, first-class, are offered by the Union Castle Line to Madeira by the *Dunottar Castle*, from Southampton, on Dec. 11, and the *Carnarvon Castle* on Dec. 18, with return journeys from Madeira on Dec. 17, 24, and 31; and Jan. 7 and 12. Also, there is a Royal Mail cruise by the *Atlantis* leaving Southampton on Dec. 19, to Madeira and Tenerife, which includes calls at Takoradi and Free-town; and there are fortnightly cruises by the Lamport and Holt liner *Voltaire* to Madeira from Dec. 23 to April 14.

Tickets for cruises of all kinds, and for winter travel generally, are issued by Messrs. Cook and Son, who have published a most excellent booklet devoted to winter travel overseas, entitled "Winter Sunshine," which contains all manner of useful information concerning travel tours, and can be obtained, free, at any of their offices. They also have comprehensive sailing and cruising lists, and their agents, in this country and abroad, are always willing to assist would-be travellers in any way possible. Messrs. Cook and Son undertake all kinds of arrangements in connection with travel—the forwarding of baggage, insurance, and the issue of travellers' cheques.



... it actually seemed to
be raining upwards

"Jack's own first impression (of Victoria Falls), apart from a feeling of his own utter insignificance, was that he was standing upside down. It seemed as if it were raining upwards . . . the rainbows on the spray, the pure white avalanche of the descending flood, were dazzling . . . and . . . the various shades of green of the palms, trees and ferns, the many colours of the flowers and the blue sky, made a riot of colour . . . added to which were sound and motion on a scale beyond imagining."

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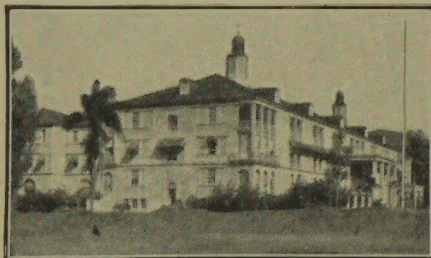
'Alkia Saltrates' are quickly absorbed into the blood so that uric acid and other impurities are dissolved and finally expelled from the system, instead of depositing in the tissues and causing hardened arteries, muscular rheumatism and the feebleness of premature old age. Any chemist can supply 'Alkia Saltrates' for 3/3, and a teaspoonful in a tumblerful of warm water provides the strongest solvent of uric acid and antidote to the ills of middle age.

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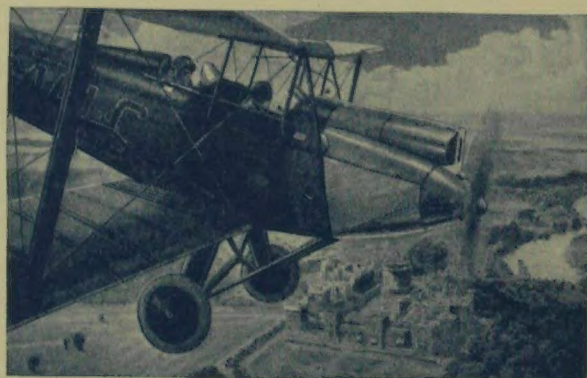
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